RAILROAD

MAGAZINE | JANUARY 50c

Lucius Beebe

NEVADA'S GOLDEN RAILROAD

Amazing Offer for ADVENTURE Readers

9X AREA MAGNIFICATION

This is what you see with the naked eye

This is what you see with the POWERHOUSE

Genuine COATED LENSES

SAVE $7.00

DIRECT FROM IMPORTER TO YOU **4.98** WITH CASE F. T. I.

FREE FINE LEATHER CASE!

OF EXTRA COST

This magnificent case is truly an achievement of the leather-crafter's art. Made entirely of Supple-Soft genuine leather. Beautifully finished in a golden tan with harmonizing stitching and snap closure. Protects your POWERHOUSE binoculars against rain, dust, grime. Yours ABSOLUTELY FREE of extra cost with your order for the new POWERHOUSE Binoculars with coated lenses!

SEE UP TO 20 MILES AWAY!

IMPORTED FROM GERMANY

RUSH for FREE TRIAL!

THORESEN'S, Dept. 126-A-6
352 Fourth Avenue, New York 10, N. Y.
RUSH 1 POWERHOUSE with case at 4.98, on 5 Day FREE Trial—Money Back Guarantee.

☐ 4.98 enclosed. Send all charges prepaid.
☐ Send C.O.D. plus postal charges.

Name.....

Address.....

Town.....State.....

CANADIANS: Save Tariff. Send orders to Thoresen Co., 45 St. James St., West, Dept. 126-A-6, Montreal 1, Que.

Lifetime bargain for Adventure readers! THORESEN—world's greatest importer of German binoculars—brings you famous, nationally advertised POWERHOUSE Binoculars at an unbelievably low price! NOT another crude Jap model! NOT a toy! NOT 4...5...7—but 9X Area Magnification! The pride and joy of every red-blooded hunter, fisherman, sports enthusiast! THORESEN and only THORESEN brings it direct to you for a mere 4.98, tax paid!

TRIUMPH OF GERMAN INDUSTRY

The POWERHOUSE is made in Germany—world's outstanding producer of quality optics, finest cameras, microscopes, binoculars! German know-how and superb workmanship are reflected in the many features of famous POWERHOUSE. Here are a few: 1. Great Structural Strength without tiring weight. Only 9½ ounces! 2. Aluminum Center-post focusing for 25 positions—sharp viewing! 3. Center-Hinge swivels for far-apart or close-apart eyes. 4. Crisp, Modern Design shown in reduced size above. 5. Fast focusing with Grip-Easy center wheel. 6. High luminosity and COATED objective lenses give you viewing even in moonlight.

Costly Lenses COATED for Super-Views!

The powerful OBJECTIVE lenses are the crowning achievement of the 99 year old German firm! Far different indeed, from the moulded plastic kind stamped out by the million. The objectives are Magnesium Fluoride Coated to control glare—an expensive, precision process found only in expensive binoculars! Not stamped out by the million! Each and every lens is GROUND to high tolerances, then checked for accuracy. This takes much longer, costs 20 to 30 times more! But it's worth it! You get CRYSTAL-CLEAR viewing. Your eyes don't suffer the strain of excessive distortion and "ghost" images so common in cheap binoculars.

Were you to spend $25.00, we could not give you better quality lenses!

Magic of American Dollar Makes This Value Possible

In less than 18 months **THORESEN** has sold close to 500,000 binoculars—making it the greatest importer of German binoculars in the world! This immense volume, plus the magic of the American dollar, enables us to buy at far less—sell for less! Get your **POWERHOUSE** now at our low introductory price of **4.98**, tax paid, including handsome carrying case.

SEEING IS BELIEVING! Try Powerhouse at OUR risk!

One look thru the **POWERHOUSE** will convince you of its superb quality. That's why we want to send one to you on **FREE TRIAL** for 5 days. Use it on hunting or fishing trips. Use it at races—on trips—for bird watching. Always have a ringside seat at boxing matches! Then—if you don't think this is the **GREATEST** binocular value of the last 10 years, return it for full refund—no questions asked!

LIMITED OFFER! Order at once

Only about 100,000 **POWERHOUSES** can be produced this year, due to the high manufacturing standards. To be fair to all, we are forced to place a limit of **ONE** binocular per reader. Send coupon today to ensure yours!

THORESEN'S

352 Fourth Avenue, Dept. 126-A-6, New York 10, N. Y. CANADIANS: Order direct from our Montreal plant: THORESEN CO., 45 St. James St., West, Dept. 126-A-6, Montreal 1, Que. Same price and guarantee. (No extra for Tariff.)

How I foxed the Navy

by Arthur Godfrey

The Navy almost scuttled me. I shudder to think of it. My crazy career could have ended right there.

To be scuttled by the Navy you've either got to do something wrong or neglect to do something right. They've got you both ways. For my part, I neglected to finish high school.

Ordinarily, a man can get along without a high school diploma. Plenty of men have. But not in the Navy. At least not in the U. S. Navy Materiel School at Bellevue, D. C., back in 1929. In those days a bluejacket had to have a mind like Einstein's. And I didn't.

"Godfrey," said the lieutenant a few days after I'd checked in, "either you learn mathematics and learn it *fast* or out you go. I'll give you six weeks." This, I figured, was it. For a guy who had to take off his shoes to count above ten, it was an impossible assignment.

I was ready to turn in my bell-bottoms. But an ad in a magazine stopped me. Here, it said, is your chance to get special training in almost any subject—mathematics included. I hopped on it. Within a week I was enrolled with the International Correspondence Schools studying algebra, geometry and trig for all I was worth.

Came week-end liberty, I studied. Came a holiday, I studied. Came the end of the six weeks, I was top man in the class. Within six weeks I had mastered two years of high school math, thanks to the training I'd gotten.

I.C.S. made the impossible—easy!

GET EXPERT GUIDANCE **3 FREE BOOKS** Free, illustrated catalog on career that interests you. Also 36-page, pocket-size guide to advancement, "How to Suceed" plus sample lesson.

For Real Job Security—Get an I. C. S. Diploma! **I. C. S., Scranton 9, Penna.**

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS

BOX 2407-F, SCRANTON 9, PENNA. (Partial list of 277 courses)

Without cost or obligation, send me "HOW to SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

ARCHITECTURE and BUILDING CONSTRUCTION
- ☐ Air Conditioning—Refrig.
- ☐ Architecture
- ☐ Building Contractor
- ☐ Building Maintenance
- ☐ Carpenter and Mill Work
- ☐ Estimating
- ☐ Heating
- ☐ Painting Contractor
- ☐ Plumbing
- ☐ Reading Arch. Blueprints
- ☐ Steamfitting

ART
- ☐ Cartooning
- ☐ Commercial Art
- ☐ Fashion Illustrating
- ☐ Magazine Illustrating
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

AUTOMOTIVE
- ☐ Auto Body Rebuilding
- ☐ Auto Elec. Technician
- ☐ Auto-Engine Tune Up
- ☐ Automobile Mechanic

AVIATION
- ☐ Aeronautical Engineering Jr.
- ☐ Aircraft & Engine Mechanic

BUSINESS
- ☐ Advertising
- ☐ Bookkeeping and Accounting
- ☐ Business Administration
- ☐ Business Correspondence
- ☐ Certified Public Accounting
- ☐ Creative Salesmanship
- ☐ Federal Tax
- ☐ Letter-writing Improvement
- ☐ Managing Small Business
- ☐ Office Management
- ☐ Retail Business Management
- ☐ Sales Management
- ☐ Stenographic-Secretarial
- ☐ Traffic Management

CHEMISTRY
- ☐ Analytical Chemistry
- ☐ Chemical Engineering
- ☐ Chem. Lab. Technician
- ☐ General Chemistry
- ☐ Natural Gas Prod. & Trans.
- ☐ Petroleum Engineering
- ☐ Plastics
- ☐ Pulp and Paper Making

CIVIL, STRUCTURAL ENGINEERING
- ☐ Civil Engineering
- ☐ Construction Engineering
- ☐ Highway Engineering
- ☐ Reading Struct. Blueprints
- ☐ Sanitary Engineering
- ☐ Structural Engineering
- ☐ Surveying and Mapping

DRAFTING
- ☐ Aircraft Drafting
- ☐ Architectural Drafting
- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Mine Surveying and Mapping
- ☐ Ship Drafting
- ☐ Structural Drafting

ELECTRICAL
- ☐ Electrical Engineering
- ☐ Electrical Maintenance
- ☐ Electrician ☐ Contracting
- ☐ Lineman

HIGH SCHOOL
- ☐ Commercial
- ☐ Good English
- ☐ High School Subjects
- ☐ Mathematics

LEADERSHIP
- ☐ Foremanship
- ☐ Industrial Supervision
- ☐ Leadership and Organization
- ☐ Personnel-Labor Relations

MECHANICAL AND SHOP
- ☐ Gas—Electric Welding
- ☐ Heat Treatment ☐ Metallurgy
- ☐ Industrial Engineering
- ☐ Industrial Instrumentation
- ☐ Industrial Supervision
- ☐ Machine Design-Drafting
- ☐ Machine Shop Inspection
- ☐ Machine Shop Practice
- ☐ Mechanical Engineering
- ☐ Quality Control
- ☐ Reading Shop Blueprints
- ☐ Refrigeration
- ☐ Sheet Metal Worker
- ☐ Tool Design ☐ Toolmaking

RADIO, TELEVISION
- ☐ Electronics
- ☐ Practical Radio—TV Eng'r'ng
- ☐ Radio and TV Servicing
- ☐ Radio Operating
- ☐ Television—Technician

RAILROAD
- ☐ Air Brakes ☐ Car Inspector
- ☐ Diesel Locomotive
- ☐ Locomotive Engineer
- ☐ Section Foreman

STEAM AND DIESEL POWER
- ☐ Combustion Engineering
- ☐ Diesel—Elec. ☐ Diesel Eng's
- ☐ Electric Light and Power
- ☐ Stationary Fireman
- ☐ Stationary Steam Engineering

TEXTILE
- ☐ Carding and Spinning
- ☐ Cotton, Rayon, Woolen Mfg.
- ☐ Finishing and Dyeing
- ☐ Loom Fixing
- ☐ Textile Designing
- ☐ Textile Eng'r'g ☐ Throwing
- ☐ Warping and Weaving

MISCELLANEOUS
- ☐ Domestic Refrigeration
- ☐ Marine Engineering
- ☐ Ocean Navigation
- ☐ Shipfitting
- ☐ Short Story Writing
- ☐ Telephony

Name_____ Age_____ Home Address_____

City_____ Zone_____ State_____ Working Hours_____ A.M. to P.M._____

Occupation_____

Canadian residents send coupon to International Correspondence Schools, Canadian, Ltd., Montreal, Canada. . . . Special tuition rates to members of the U. S. Armed Forces.

THE MAXWELL LAMP

Old and young alike take to their hearts this unique adaptation of the Maxwell car. Grandmother and Granddad thrill at the memory of the happy days they spent together in a buggy like this. The children are enraptured by its sparkling and toyful novelty.

It's in good taste everywhere – in the den, on the desk, in the children's room, on the porch, or as a TV lamp – everywhere in the house.

Keynote is authentic reproduction of the 1910 Maxwell automobile, with the body of red and contrasting pieces in gold and black. The auto is molded of high impact styrene.

Available with handmade Scotch plaid rectangular shade with red trim as shown, or solid red washable fibre-glass rectangular shade with gold lacing.

Lamp Base is of heavy cast iron, brush painted soft black with felt pads.

Overall height 13½ inches. Base measures 8 inches by 4½ inches.

$11.95

SORRY, NO C.O.D.'s

Quality Bazaar Box 683
Grand Central Station
New York 17, N. Y.

Gentlemen: Send me postpaid

☐ Scotch Plaid ☐ Solid Red

I enclose . . . . . (cash, check, or money order)—Sorry, no C.O.D.

NAME.....

ADDRESS.....

CITY.....ZONE.....STATE.....

RAILROAD MAGAZINE

The Magazine of Adventurous Railroading—Founded 1906

VOL. 65, NO. 5 JANUARY, 1955 50 CENTS

ILLUSTRATED FEATURES

Nevada's Golden Railroad.....LUCIUS BEEBE 10

Snow on the Tracks.....PHOTOS OF THE MONTH 28

Montreal Carways.....A. F. DAY 40

Locomotives of the Ontario Northland..... 43

Plywood Empire Route.....PAUL N. WHITE 50

TRUE TALE

Lady Train Dispatcher.....ANNE BELLE ALBRECHT 25

Race With Flaming Death.....DUFF BROWN 46

Pig Trough for a Thirsty Hog.....JAMES B. DEEGAN 54

Train-Wrecking Baboon.....IRA S. BIGGS 59

FICTION

Slow-Motion Switcher.....JAMES V. DERAGON 22

SHORT HAULS

Subway Curiosity Shop.....J. F. WILKINSON 49

Back in the Days.....HARRY C. TEMPLE 64

Christmas Eve in the Roundhouse *(poem)*..... 80

DEPARTMENTS

Mail Car 4

Information Booth 34

Along the Iron Pike 58

Books of the Rails 68

Transit Topics 73

Railroad Hobby Club 77

Freeman H. Hubbard, EDITOR

MANAGING EDITOR: *H. James Cook*

ART DIRECTOR: *Bernard White*

ASSISTANT EDITOR: *Barbara Kreimer*

ART EDITOR: *Morton Mace*

HENRY STEEGER, *Publisher*

THOMAS HARRAGAN, *Associate Publisher*

IRA MOSHIER, *Newsstand Sales Mgr.*

P. J. GLEASON, *Production Mgr.*

JOSEPH MUCCIGROSSO, *Subscription Mgr.*

ADV. REPRESENTATIVES

Arthur Wilson & Associates, 40 East 50th St., New York, N. Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Houston & Walsh, 435 South La Cienega Blvd., Los Angeles, Calif.

Change of Address: Postmaster—Please mail Form 3579 notices to Railroad Magazine, 205 East 42nd Street, New York 17, N. Y. Published monthly by Popular Publications, Inc., at McCall Street, Dayton 1, Ohio. Editorial and executive offices, 205 East 42nd Street, New York 17, N. Y. Henry Steeger, President, John J. McVarish, Treasurer. Entered as second-class matter at Post Office in Dayton, Ohio.

Copyright, 1954, by Popular Publications, Inc., this issue is published simultaneously in Dominion of Canada. Copyright under International Copyright Convention and Pan-American Copyright Conventions. All rights reserved, including right of reproduction, in whole or part, in any form. Title registered in U. S. Patent Office.

Single copy, 50c. Annual subscription for U. S. A., its dependencies, and Canada, $5.00. Other countries, $1.00 additional.

When submitting manuscripts, enclose stamped, self-addressed envelope for return, if found unacceptable. Publishers exercise care in handling unsolicited manuscripts, but assume no responsibility for return. Printed in U. S. A.

You Practice SERVICING with Kits I Send You

Nothing takes the place of PRACTICAL EXPERIENCE. That's why NRI training is based on LEARNING BY DOING. You use parts I send to build many circuits common to Radio and Television. With my Servicing Course you build the modern Radio shown at left. You build a Multitester and use it to help make $10, $15 a week fixing sets in spare time while training. All equipment is yours to keep. Coupon below will bring book of important facts. It shows other equipment you build.

You Practice BROADCASTING with Kits I Send You

As part of my Communications Course I send you parts to build low-power Broadcasting Transmitter at left. Use it to get practical experience. You put this station "on the air" . . . perform procedures demanded of broadcasting station operators. An FCC Commercial Operator's License can be your ticket to a bright future. My Communications Course trains you to get your license. Mail coupon. Book shows other equipment you build for practical experience.

I Will Train You at Home in Spare Time to be a RADIO-TELEVISION Technician

TELEVISION Making Jobs, Prosperity

25 million homes have Television sets now. Thousands more sold every week. Trained men needed to make, install, service TV sets. About 200 television stations on the air. Hundreds more being built. Good job opportunities here for qualified technicians, operators, etc.

J. E. SMITH, President
National Radio Institute
Washington, D. C.
Our 40th Year

America's Fast Growing Industry Offers You Good Pay, Success

Training PLUS opportunity is the PERFECT COMBINATION for job security, advancement. When times are good, the trained man makes the BETTER PAY, gets PROMOTED. When jobs are scarce, the trained man enjoys GREATER SECURITY. NRI training can help assure you and your family more of the better things of life. Radio is bigger than ever with over 3,000 broadcasting stations and more than 115 MILLION sets in use, and Television is moving ahead fast.

N.R.I. Training Leads to Good Jobs Like These

I TRAINED THESE MEN

"Am transmitter-studio operator at KPAT. Most important day of my life was when I enrolled with NRI."—Elmer Frewaldt, Madison, S. Dakota.

"Made my first $100 from spare time work before I finished my course. Now I average better than $10 a week, spare time."—Frank Borer, Lorain, Ohio.

"I've come a long way in Radio and Television since graduating. Have my own business on Main Street."—Joe Travers, Asbury Park, New Jersey.

"I didn't know a thing about Radio. Now have a good job as Studio Engineer at KMMJ."—Bill Delzell, Central City, Nebraska.

BROADCASTING: Chief Technician, Chief Operator, Power Monitor, Recording Operator, Remote Control Operator. SERVICING: Home and Auto Radios, Television Receivers, FM Radios, P.A. Systems. IN RADIO PLANTS: Design Assistant, Technician, Tester, Serviceman, Service Manager. SHIP AND HARBOR RADIO: Chief Operator, Radio-Telephone Operator. GOVERNMENT RADIO: Operator in Army, Navy, Marine Corps, Forestry Service Dispatcher, Airways Radio Operator. AVIATION RADIO: Transmitter Technician, Receiver Technician, Airport Transmitter Operator. TELEVISION: Pick-up Operator, Television Technician, Remote Control Operator.

Start Soon to Make $10, $15 a Week Extra Fixing Sets

My training is practical, complete; is backed by 40 years of success training men at home. My well-illustrated lessons give you basic principles you need and my skillfully developed kits of parts "bring to life" things you learn from the lessons. I start sending you special booklets that show you how to fix sets the day you enroll. Multitester you build with my parts helps you discover and correct set troubles, helps you make money fixing neighbors' sets in spare time while training. Many make $10, $15 a week extra this way

Mail Coupon — Find Out What Radio-Television Offer You

Act now to get more of the good things of life. I send actual lesson to prove NRI home training is practical, thorough. My 64-page book "How to be a Success in Radio-Television" shows what my graduates are doing and earning. It gives important facts about your opportunities in Radio-Television. Take NRI training for as little as $5 a month. Many graduates make more than the total cost of my training in two weeks. Mail coupon now to: J. E. SMITH, President, Dept. 5AR4, National Radio Institute, Washington 9, D. C. Our 40th year.

AVAILABLE to all qualified VETERANS UNDER G.I. BILLS

Good for Both—FREE

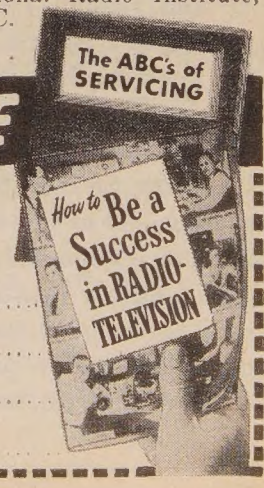
MR. J. E. SMITH, President, Dept. 5AR4,
National Radio Institute, Washington 9, D. C.
Mail me Sample Lesson and 64-page Book, FREE.
(No salesman will call. Please write plainly.)

Name ..... Age .....

Address .....

City ..... Zone .... State .....

VETS write in date of discharge .....



Mail Today-Tested Way to Better Pay

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip —from Railroaders, Fans, and the Editorial Crew

Jones & Laughlin Steel Corp.

That day, away back in the 1880's, the Christmas mail was late.

CHRISTMAS TREES, millions of fragrant evergreens from North America's big woods, have been rolling to city markets in boxcars on special trains and redball freights, the crews "dreaming of a white Christmas."

The joy these trees evoke is not confined to starry-eyed youngsters. Some of the good cheer overflows into freight-traffic offices, for the Christmas-tree business, especially in Canada, yields a comforting bit of revenue to the carriers.

Last Yuletide season the Canadian Pacific alone moved more than 800 carloads of the festive merchandise from the forests of Nova Scotia, New Brunswick, Quebec, and as far west as British Columbia. Each boxcar holds about 2,200 trees.

Until 20 years ago the firs, pines, balsams, and hemlocks were shipped by flatcars, in the belief that the cold air of open flats helped to preserve them. But there was always a danger of stakes and wires breaking, cars being piled so high that they interfered with tunnel and bridge clearances, and the trees on top arriving dirty from engine smoke and other causes. So boxcars are used today.

Last October the Canadian railways began planning for the Christmas-tree rush. By November first they had spotted the necessary cars on sidings. The trees are not cut until after the first frost. If they were, they would lose their green brilliance and their needles. But once the cars are loaded, the railways give them high priority, like other perishables. Many Canadian Pacific shipments of holiday trees go down to California and even the Deep South—Georgia, Florida, Louisiana, and Texas.

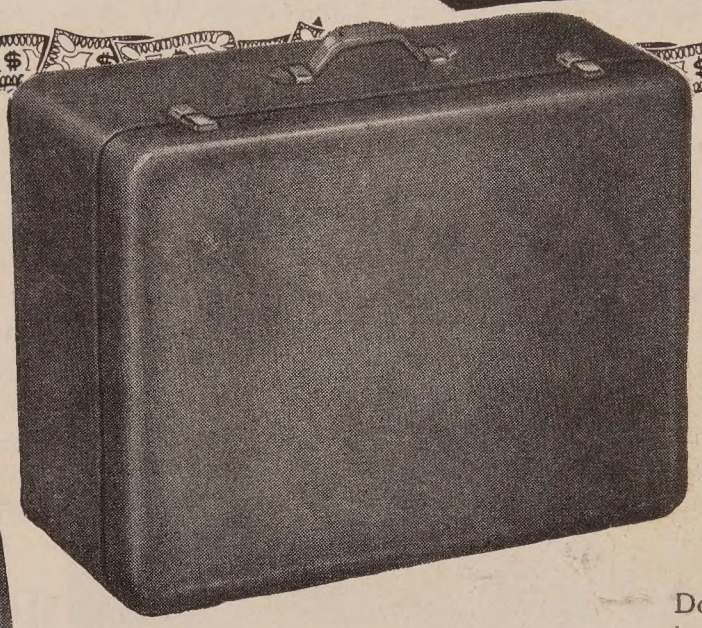
Your tinsel-decked tree may have grown up beside beaver lake in a lone Canadian forest. Maybe a fuzzy little bear cub climbed its trunk, and wild geese wheeled in airplane formation high overhead. The tree will give you more pleasure if you think of its background —the wildlife and the singing rails. •

YULETIDE cards with rail-pictures are always popular. This year more than two dozen firms are featuring them. Besides the old stand-by, Currier & Ives scenes, you'll find a fairly wide variety of new railway designs. Unfortunately, most of these cards are of the juvenile, Santa Claus, candy-cane type, but by shopping around you can find a few really good ones with adult appeal. •

A CHRISTMAS TRADITION on the B&O for the past five years has been the lighting of the road's famous holly tree at Jackson, Md., on a mid-December night. The B&O president presses a button that sets the tree's hundreds of lights aglow, Christmas carols are sung, and the ceremony is broadcast by radio station WBAL. Everyone is invited. B&O employes may get free reservations on a special train that pulls out of Mt. Royal Station, Baltimore, in the early evening. Non-employes must pay a small fare for the round trip by rail, or drive their own cars. •

FRONT COVER is a nostalgic scene on the old narrow-gage Rio Grande Southern, half a mile below Stoner tank on the Dolores River, about midway between Rico and Dolores, Colo. It shows the road's last steam train, a scrapping outfit. The color photo, an Ektachrome, was taken September 16, 1952, with a Speed Graphic equipped with a 135-mm. Optar lens,

Men! Send for This Money-Making Outfit *FREE!*



See How Easy It Is to Make UP TO $30.00 IN A DAY!

Do you want to make more money in full or spare time . . . as much as $30.00 in a day? Then mail the coupon below for this BIG OUTFIT, sent you FREE, containing more than 100 fine quality fabrics, sensational values in made-to-measure suits, topcoats, and overcoats. Take orders from friends, neighbors, fellow-workers. Every man prefers better-fitting, better-looking made-to-measure clothes, and when you show the many beautiful, high quality fabrics—mention the low prices for made-to-measure fit and style—and show our guarantee of satisfaction, you take orders right and left. You collect a big cash profit in advance on every order, and build up fine permanent income for yourself in spare or full time.

No Experience Needed

It's amazingly easy to take measures, and you don't need any experience to take orders. Everything is simply explained for you to cash in on this wonderful opportunity. Just mail this coupon now and we'll send you this big, valuable outfit filled with more than 100 fine fabrics and everything else you need to start. You'll say this is the greatest way to make money you ever saw. Rush the coupon today!

YOUR OWN SUITS WITHOUT 1¢ COST!

Our plan makes it easy for you to get your own personal suits, topcoats, and overcoats without paying 1c—*in addition* to your big cash earnings. Think of it! Not only do we start you on the road to making big money but we also make it easy for you to get your own clothes without paying one penny. No wonder thousands of men write enthusiastic letters of thanks.

Just Mail Coupon

You don't invest a penny of your money now or any time. You don't pay money for samples, for outfits, or for your own suit under our remarkable plan. So do as other men have done—mail the coupon now. Don't send a penny. Just send us the coupon.

PROGRESS TAILORING CO., Dept. W-106
500 South Throop Street, Chicago 7, Illinois

PROGRESS TAILORING CO., Dept. W-106
500 S. Throop St., Chicago 7, Ill.

Dear Sir: I WANT MONEY AND I WANT A SUIT TO WEAR AND SHOW, without paying 1c for it. Rush Valuable Suit Coupon and Sample Kit with actual fabrics ABSOLUTELY FREE

Name.....Age.....

Address.....

City.....State.....

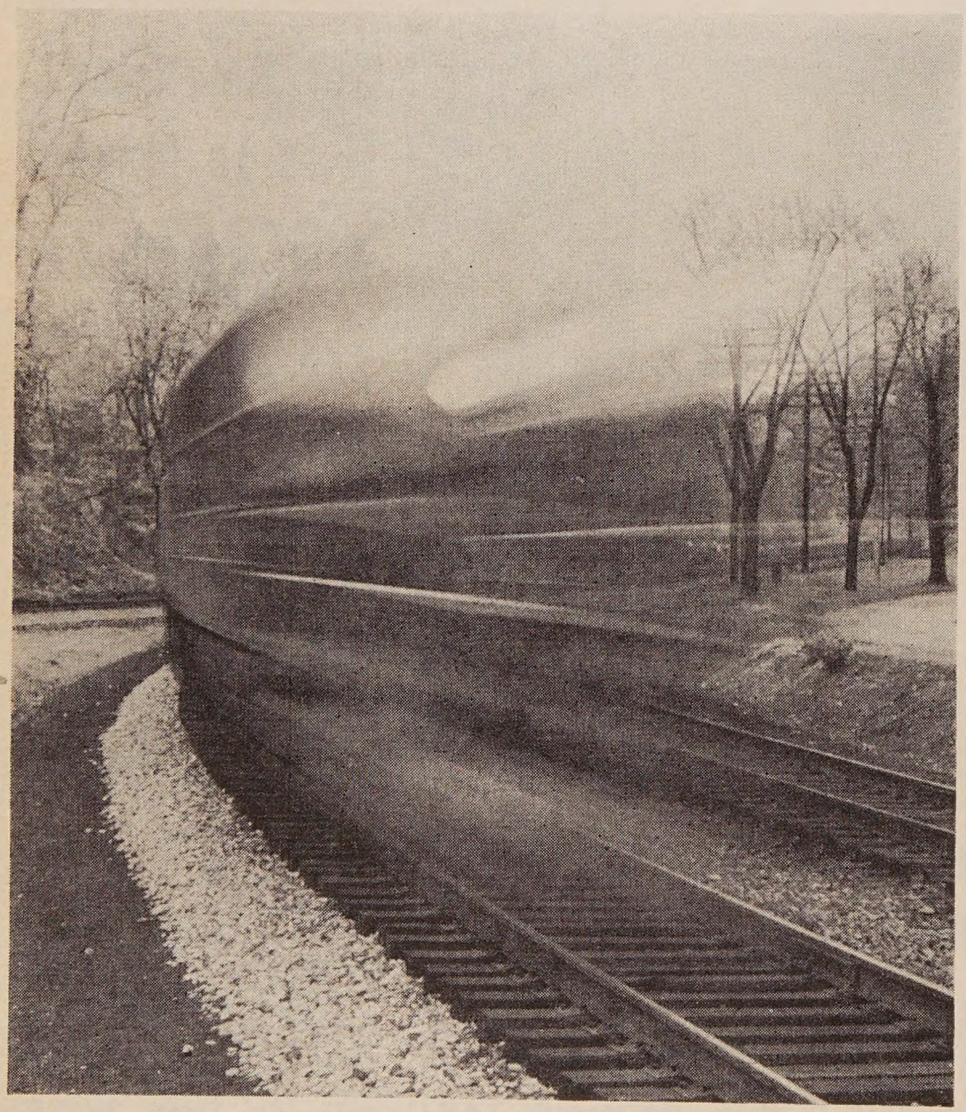
using metered-light exposure, by Philip A. Ronfor, Woodcrest Road, RFD 1, Boonton, N. J.

"The Rio Grande Southern," he writes, "was originally planned by Otto Mears because of the impossibility of extending his Silverton Railroad from Albany, Colo., in Ironton Park, through eight miles of extremely rugged and precipitous mountain canyon, to a connection with the Denver & Rio Grande at Ouray. Due to the impassability of this section, Mears was forced to build his 162-mile RGS from Durango, 65 miles south of Albany, to Ridgway, 10 miles north of Ouray.

"In some respects the RGS had everything. You'd have to go back to the old South Park Line to find such superb scenery and great engineering feats. If you have stood on the high slopes of Lizard Head Pass and watched a double- or triple-header emerge from the canyon near Coke Ovens, you have been privileged indeed. For a good half-hour you witnessed a thrilling spectacle. Barely audible at first, the five-miles-away exhaust rose in volume until thunder filled the entire canyon, and coal-smoke all but hid the rugged little train.

"Now the RGS is gone! Never again can you see such grandeur. My photo shows No. 42, Baldwin's 8626th locomotive, built for the D&RG in 1887 but sold to the RGS in 1916. After the abandonment, she and caboose 0404 were acquired by Bob Richardson and Carl Heflin for the Narrow-Gage Museum at Alamosa, Colo., and are being preserved there."

Next month's cover will be another Ektachrome, a modern Union Pacific shot. •



James P. Gallagher

Can You Pick a Title for This Photo?

We'll give $10 to the reader who sends in what we consider the best and most original title. The contest is open to everyone except employes of Popular Publications, Inc. Only one entry per person. Each entry must be written on a card or a separate piece of paper, not in a letter. No entry will be returned. All must be received before Feb. 15, 1955. Our editorial staff will be the sole judges. In event of a tie, the prize will be awarded to the entry bearing the earliest postmark. Address: Contest Editor, *Railroad* Magazine, 205 E. 42nd St., New York 17, N. Y.

LADY DISPATCHER. "I first knew Anna Belle Glenn (now Mrs. Albrecht) in the fall of 1912 when I went to work for the Frisco at Ft. Smith, Ark., and she was the operator at nearby Fayetteville," recalls T. B. Russell, 547 Grove St. N., St. Petersburg, Fla. "Her father, who had been around a-plenty, was also an op there.

"At that time the Frisco had two sets of dispatchers at Ft. Smith and one on the first trick at Fayetteville. Mike Brennan worked the line between Fayetteville and Okmulgee, Okla., through Muskogee, Okla. (now partly abandoned). Daily at 4 p.m. this line was supposed to be transferred to the Ft. Smith dispatcher. The latter, to avoid extra work, would delegate the job to the Fayetteville operators.

"Thus Anna became a dispatcher. She and her father, second and third trick respectively, ran the line while they were on duty as operators. Anna was not actually promoted to the rank of dispatcher until later at Hugo, Okla., which was the last I heard of her until I read a piece in your September *Mail Car*.

"In those days we had a great bunch of boomer dispatchers at Ft. Smith. I was proud to be one of them. As soon as W. G. Kock came over from the Katy to the superintendency at Ft. Smith, he wired for—and assembled—a tribe of boomers to clean up the Frisco. Our through freight business moved over the mountainous Central Division, with helper districts over both the Boston and Kiamichi mountains, all single track. The above information may prove enlightening to James Davies, who (in that same issue of *Mail Car*) expressed his distaste for boomers." •

48 MILES of new railroad line are being built by the Santa Fe in Texas from a point between Sanger and Krum, on the present Fort Worth main line, through Denton into Dallas. This project, estimated to cost $6,500,000, was authorized by the ICC. Both the railway and Dallas citizens are delighted with the move to provide the city with streamliner service. •

INCLUDE more basic information in your fact articles," urges Vaughan Sanders, 11923 Longworth Ave., Norwalk, Calif. "For example, I am interested in such subjects as rules, train orders, switching problems, dispatching, centralized traffic control, etc., but know very little about them." •

FULL-PAGE poem, "Ghost Story," by J. E. Aldrich (Sept. issue) drew this comment from H. L. Kelso, Box 4848, Florence Branch, Los Angeles 1, Calif.: "I wouldn't trade that poem and its illustration for the entire rest of the magazine." •

MY FATHER, John A. Bayne, was the hogger on the lead engine, No. 2509, in the double-page photo of *The Olympian* in your October issue," writes Kenneth P. Bayne, 2705 Lakewood Ave., Los Angeles 39, Calif. "That picture was taken in the winter of 1911-'12 by Louis Sheldrew, who lived on a timber claim at the bottom of the canyon near Garcia, Wash., about two miles downstream from the location shown, which is Hull Creek.

"Sheldrew was a great photographer and produced some choice pictures along the Milwaukee's Coast Division. He was an old Alaska sourdough. He did not mind *mushing* miles on snowshoes with his 5X7 camera to get good shots. He would run a fish-line from the shutter release to take pictures without a self-timer. Some winter days he'd go to Laconia, then at the summit, to shoot pictures of snowplows in action and their crews. The railroaders knew him and would stop a local passenger train or light engine anywhere to pick him up.

"The 2509 was a Mikado, L1 Class, built by the Milwaukee in 1909 (later renumbered 8509). The photo shows her pilot equipped with track flangers. In the winter she was used as a flanger and passenger helper out of Cedar Falls (then Moncton) and Kecheelus.

"On the second engine, the 3012 (later renumbered 6612), was 'Uncle' George Perry, with either Leon Winegar or Arthur Holton firing. Later in 1912 Uncle George died at the throttle of the 3012, near Easton, while Art Holton was firing. The 3012 was an F4 Pacific, home-built in 1910. Around that time Nelson M. Maine was general superintendent of motive power and built a lot of good engines. Dad said the 2509 was the worst of the lot, 'an old cow that could not keep out of her own way.' One afternoon Dad brought her into Moncton with about ten loads of heavy wet snow from a slide he had encountered while coming downhill light, with Leslie Hallett firing." •

ALASKA RAILROAD article by Harold Cook was "the gem" of our October issue, according to William M. Cadmus, 2355 Austin Highway, San Antonio, Texas. "I would have gone to Alaska some years ago as a boomer," he recalls, "but men who'd been there tipped me off to the fact that the road in those days was plagued with petty rawhiding officials, so I stayed away." •

AN ANSWER to our request for recollections of the old Sewell Valley line in West Virginia (now part of the C&O) comes from a former short line boomer, Lad G. Arend, 15 High St., Franklin, O.

"I worked for the SV in 1923," he says. "A mountain railroad with several switchbacks, it kept its track and equipment in fine condition. We used heavy Shay locomotives and 2-8-2 types. Coal and lumber were the main shipments. A three-car *(Continued on page 61)*

NORMAN ROCKWELL says:

"WE'RE LOOKING FOR PEOPLE WHO LIKE TO DRAW!"

Norman Rockwell, noted cover artist and faculty member of the Famous Artists Course

If you have talent, you can be trained for success and security... Find out with our

FREE ART TALENT TEST

Never before has there been such a demand for artists to fill high-paid jobs. That's why America's 12 Most Famous Artists make you this special offer: Even though thousands paid $1.00 to take our revealing 8-page Talent Test, it's yours FREE if you act at once. This is your once-in-a-lifetime chance to find out if you have real, hidden talent — without charge or obligation of any kind. Quantity of tests is limited. You must mail coupon NOW!

Norman Rockwell

America's 12 Most Famous Artists Test Your Talent

This test for men and women shows your sense of design, composition, form, observation, imagination, originality and picture sense. Yours if you act today!

THIS COUPON ENTITLES YOU TO FREE TEST!

FAMOUS ARTISTS COURSE
Studio 33-P, Westport, Conn.

Send me with no obligation the Famous Artists Talent Test

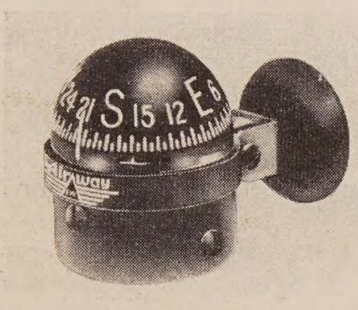
Mr.
Mrs. _____ Age _____
Miss *(please print)*

Address _____

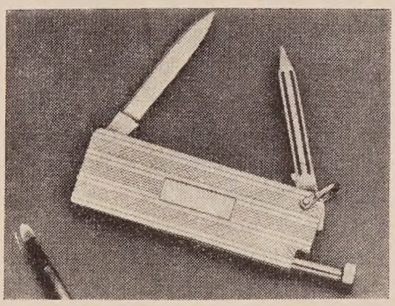
City _____ Zone _____ State _____

Norman Rockwell
Jon Whitcomb
Stevan Dohanos
Harold Von Schmidt
Peter Helck
Fred Ludekens
Al Parker
Ben Stahl
Robert Fawcett
Austin Briggs
John Atherton
Albert Dorne ♦

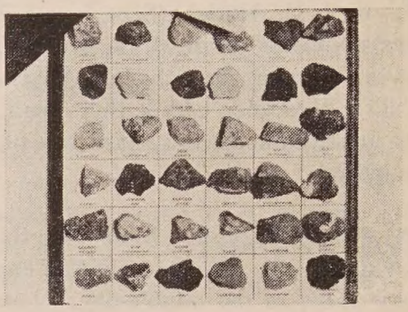
Men's Mart



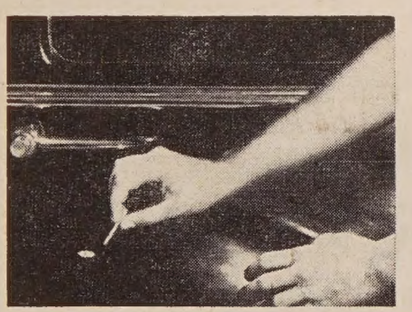
MOTORISTS can put this compass to good use, but it also operates on boats and planes. Sturdy, dependable and accurate, it can be attached anywhere quite easily by means of a vacuum cup on the back . . . one that really sticks! $2.25. Albin of Calif., Dept. AD, 1401 West Eighth St., Los Angeles 17, Calif.



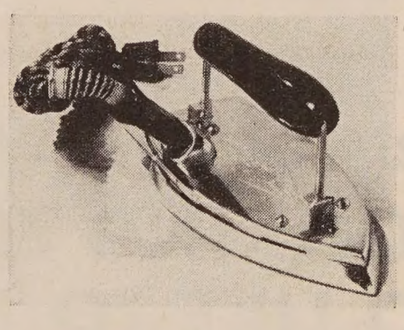
MAYBE YOU can't tell it from the picture, but the gadget you're looking at is a pipe lighter that also has a scraper and a steel knife. It's light, flat and thin, has stainless steel engine-turned case, loop for watch chain. Comes for $7.05 ppd. from Blach's, Dept. AD, Birmingham 3, Ala.



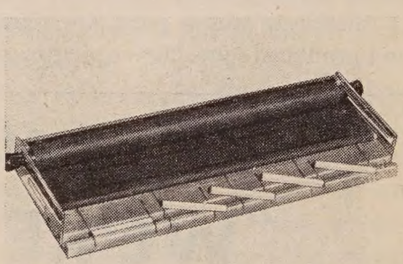
MINERAL SPECIMEN CABINET for those who've felt at times that you were unknowingly passing a priceless mineral, offers a way to familiarize yourself with over 30 of them. Samples of gold, copper, agate, silver, magnesium. $2.95. Wonderful Products, Box 2113, Dept. AD, Santa Fe, New Mexico.



AUTO TOUCH-UP KIT includes materials needed to refinish rust spots, scratches and nicks, plus any one of the 2,200 shades of paint used on American cars. The miniature brushes, sandpaper, polishing compound, paint and complete instructions. Comes for $2 from Color-Pak, Dept. AD, Summit, New Jersey.



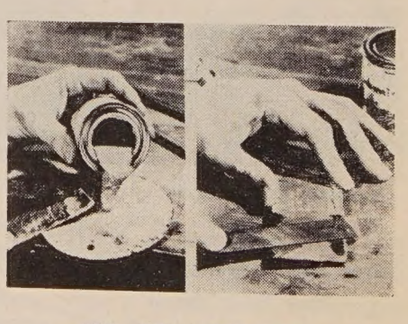
MEN TRAVELING alone on business trips or vacations ought to have this small folding iron for straightening out ties, collars and cuffs, etc. Weighs 1½ pounds, heats in 60 seconds, and folds completely flat for easy packing. $3.98. Gorgie Mfg. Co., P. O. Box 2448, Dept. AD, Youngstown, Ohio.



IF YOU PAY more than 10c for a pack of cigarettes, you're nuts, says the inventor of this cigarette-making machine. Turns out 5 regular or 4 king-size at a time, includes enough material to make 200. $4.95, or $5.18 West of the Mississippi. Wally Frank, Ltd., 150 Nassau St., Dept. AD, New York 38, N.Y.

EVER FRY A SQUARE EGG? You can with this pan, and it'll fit a slice of bread exactly, making a perfect sandwich. Good, too, for hamburgers, grilled cheese, etc. Well constructed of all-cast aluminum, it's durable. $1.75 each or 2 for $3.25 ppd. from B. Gately, Dept. AD, 335 East 31st St., N.Y.C. 16.

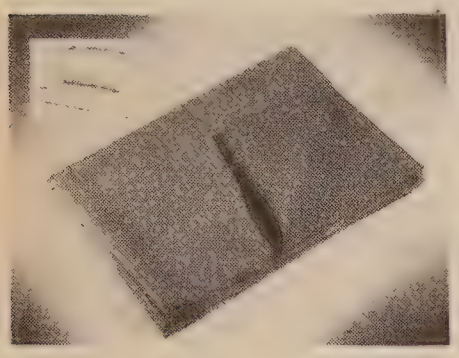
A HORSE of a different color and design appears in relief on each of these ceramic mugs. Should make interesting decorative pieces in your home bar or den, and besides, they hold a lot of beer. Ivory background, green trim, set of 4 for $4.95. Wonder Bar Shop, Box 425, Dept. AD, Trenton, N.J.



FOR THE WORKSHOP—a new metal compound that is easy to spread, hardens without heat. It'll do practically all that solder will, forms a permanent bond with metal, wood or plaster. Can be drilled or filed when hard. Six-ounce can, $1 ppd. Eagle Products, Dept. AD, Box 84-A, Meriden, Connecticut.

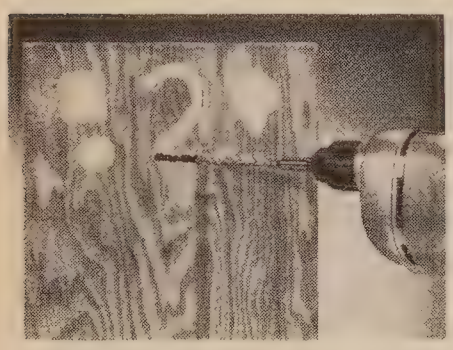
SHOP BY MAIL

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising



IF YOU'VE ever transported dogs back from a hunting trip in your car, you know what a mess they make. This tough 5x5 ft. rubberized cloth is waterproof, made especially to cover car seat, protect it from getting wet and muddy. $6.95 ppd. from Warner Products, Box 65, Dept. AD, Baldwinsville, N. Y.

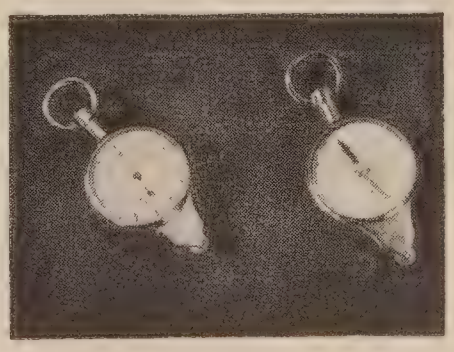
PAPER you're looking at happens to be a deed, duly notarized, to 1 sq. ft. of Hill County, Texas, range. That's exactly what you can buy from Spencer Gifts, Dept. AD, 105 Spencer Bldg., Atlantic City, N. J., who'll send you an 11"x14" parchment deed for $1 ppd., a nominal sum, certainly, for a chunk of Texas.



FOR WORKSHOPPERS—a drill saw attachment that'll fit any ¼" drill, do a good deal of work that a jig saw will. Made of high-grade steel, it'll saw, rout or drill any shape from ¼" up in plywood, plaster, 1" lumber. Measures 4½". $1.80 ppd. from Benrich Sales, Box 64, Dept. AD, Jamaica 35, N.Y.

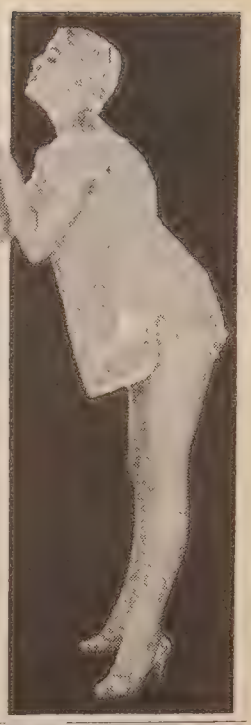
HERE'S SOMETHING that's been around for more years than one cares to remember, but is still good fun. Touch a lighted cigarette to the starting point on a piece of chemically-treated paper picturing six horses and bet on your nag. 55 sheets for a buck ppd. Serv-U, Box 390, Dept. AD, Flushing, N.Y.

GUY TOTALED up a few statistics lately that showed a goodly percentage of car accidents occurred at night. These night-driving glasses are clear at bottom, tinted at top. Wear 'em and they'll cut down glare of oncoming headlights. $2.95 ppd. Jordan White, Dept. AD, Wantagh, New York.



NOTHING NEW about a map measure—and like any other you can roll this one along your map and it'll give the exact distance in miles. But unlike others, this one has a compass on the back, a handy thing for a trip. Comes with leather case. $2.95 ppd. Thoresen's, Dept. AD, 352 Fourth Ave., N.Y.C.

for a nap or a night... red!



Our short-short version of the old-fashioned red flannel night shirt. Cuddly soft red flannelette shirt-tail length sleeper with matching bloomer briefs. Personalized with your name . . . or hers!

The set $5.95 postpaid

In flame red nylon . . . $7.95

Specify Small, Medium or Large

charmand's

STUDIO N-1
3223 McKINNEY AVE.
DALLAS 4, TEXAS

ACCORDIONS AT LOWEST WHOLESALE PRICES

5-DAY FREE TRIAL

"PAY AS YOU PLAY" Small Down Payment As Little As $10 per month

DIRECT from Importer to You!

SATISFACTION GUARANTEED, or your money back! NOW you can save up to 50% by direct purchase from America's leading distributor of famous genuine ITALIAN ACCORDIONS. TRADE-INS ACCEPTED

Send for FREE Illustrated Catalog!

ACCORDION MANUFACTURERS & WHOLESALERS OUTLET
2003 West Chicago Ave. Dept. U-15 Chicago 22, Ill.

317 DIFFERENT FOREIGN STAMPS only 25¢

$9.50 value includes:

- **STALIN DEATH STAMP** — special black-bordered issue!
- **NEW ZEALAND** — 98-year-old proof of Queen Victoria. Sold for $5 at auction.
- **ISRAEL** — complete sheet of first issues.

You get all 3 scarce items shown (alone worth $7.00)—plus **LUNDY,** fantastic Puffin issue from the only private kingdom in the world; **BERLIN BEARS,** cpl. set for Russian Zone; **SPAIN,** 3 Iberia Airmails; **FRANCE,** 3 re-issues of 104-year-old rarities—plus hundreds more! Grand total of 317 different stamps—reg. $9.50 value—for just 25¢ to introduce our Bargain Approvals. Included **FREE,** "Midget Encyclopedia of Stamps"—plus Stamp Dictionary and Identifier. Send 25¢ today. Money back guarantee. **ASK FOR LOT HK-7**

ZENITH CO., 81 Willoughby St., Brooklyn 1, N. Y.

FEET HURT?

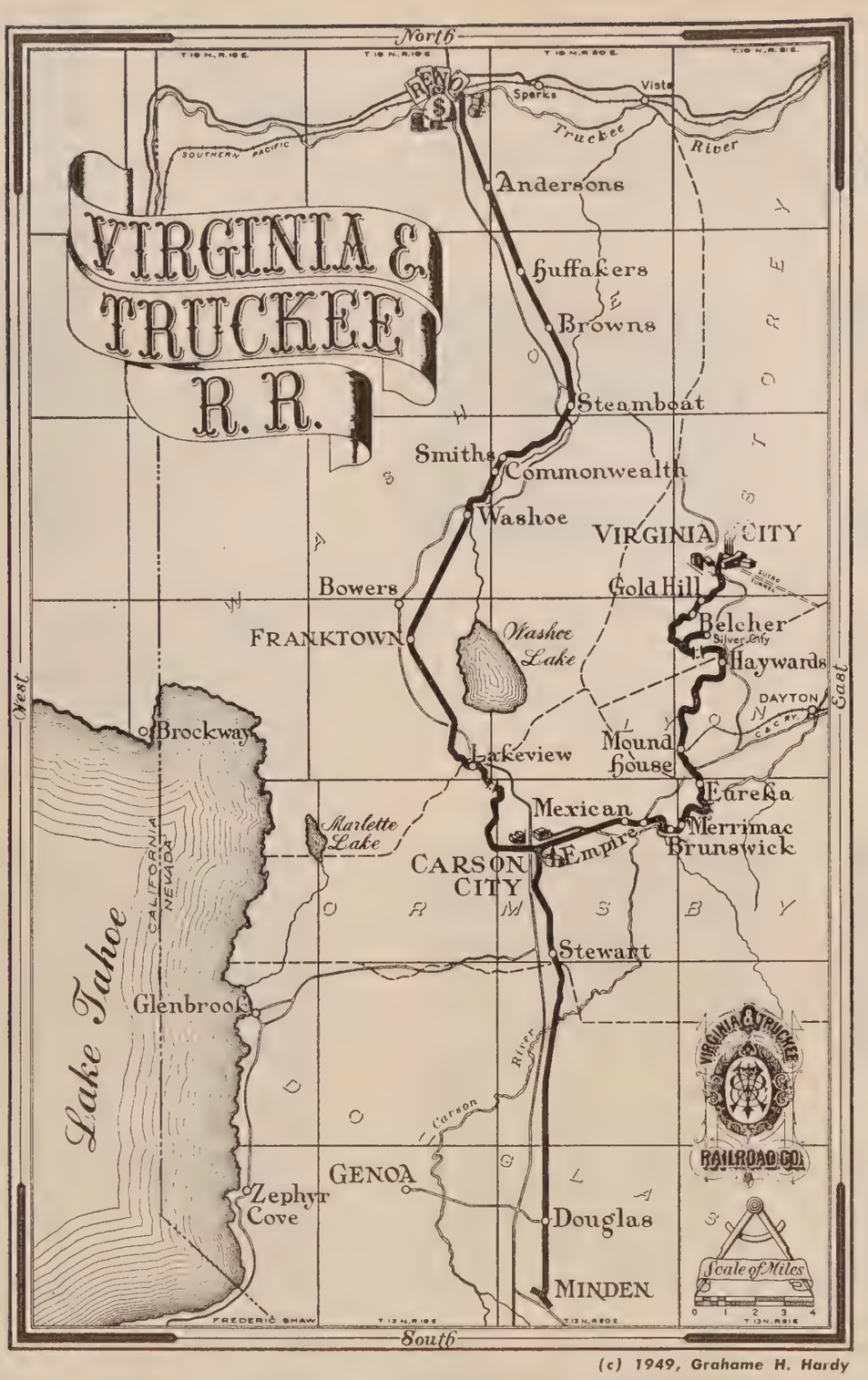
AMAZING RELIEF & COMFORT

Adjustable **AIRFLOW ARCH EASERS**

$2.95 Per Pair — DIRECT FROM FACTORY Sizes for Men and Women

A blessing for foot sufferers. Relieves weak arches, callouses, tired, aching feet. Unexcelled cushion-comfort! Adjustable, soft, flexible. Metatarsal and longitudinal arch easily adjusted. No metal. ORDER TODAY! Give shoe size and width, if for man or woman. Money back guarantee. Postpaid except CODs

STEMMONS MFG. CO.
4724 Troost, Dept. AM-1 Kansas City, Mo.



(c) 1949, Grahame H. Hardy

NEVADA'S GOLDEN RAILROAD

The Virginia & Truckee also Ran Between Minden and Reno, but Its Real Destiny Was to Serve the Lusty and Fabulously Rich Comstock Lode; and When the Glittering Vein Petered out, the Railway Was Doomed

by LUCIUS BEEBE

THE VIRGINIA & TRUCKEE, which served Nevada's fabled Comstock Lode during its bonanza years of the nineteenth century, was altogether a unique operation. It enjoyed the distinction of becoming legendary in its lifetime.

In its teeming years, it was probably the richest short-line railroad in the world, piling up superfluous wealth in staggering quantities for its proprietors. Organized to serve a gigantic program of looting and rapacity almost unparalleled in the annals of an age devoted to theft and spoliation, it was nonetheless conducted with a professional competance and pride of management that made it a model for railroad operations everywhere.

Though intent on stealing everything in sight, the owners of the Virginia & Truckee were never mean in the operation of the railroad; and through its long and useful life, almost to the very end, it boasted the finest equipment and maintenance known to two generations of railroading.

When evil days came at last and the lights dimmed in the Virginia City that had been its source of revenue, Ogden Mills, whose grandfather had to all purposes sired the V&T and who was himself noted as a hard-boiled collector of U. S. currency, paid liberally out of his own pocket for its maintenance as long as he lived. It was thought by people who knew Mr. Mills that, had he foreseen his own untimely death, he would have provided for the V&T in perpetuity.

As it was, the railroad fell among the Mills heirs and various harpies, who liquidated it with a rapacity tempered only by a native incompetence among their janitors.

A generation now at some remove from the homely American senti-

Charles Clegg

No. 26, wearing her smoke plume like a grenadier of the Old Guard, roars past Slide Mountain.

NEVADA'S GOLDEN RAILROAD CONTINUED

Beebe-Clegg Collection

Just before the line to Virginia City was abandoned in 1938, Reno newspaper chartered a farewell excursion train, shown here at Gold Hill.

Charles Clegg

Today, alone and desolate, Gold Hill depot stands in bright desert where once clattering mine hoists rose in tiers above ore dumps.

ments of the last century has difficulty today in imagining the affection and esteem with which local railroads were regarded in the distant past. For seventy-five years the V&T enjoyed its full share, undiminished by the envy which a complete monopoly of transport and services might have engendered elsewhere. It was Nevada's own Golden Railroad, a high road to the apparently illimitable vistas which were then opening before a growing nation. The circumstance that, in various of their other operations, its owners were regarded as scoundrels, whose conduct was unmitigated by any redeeming decency, never dimmed the luster of the V&T.

Absolute arbiter of the Comstock's destinies in the late sixties was the all-powerful Bank of California with its main offices in San Francisco. Its Virginia City branch was under the management of a shrewd and cultured but rather unscrupulous little man named William, soon to be Senator, Sharon. That fire-eating newspaper of the Old West, the *Territorial Enterprise,* might characterize Senator Sharon, as a "human hyena who deserves to be whipped naked from the haunts of civilization," but the *Enterprise* never had a hard word for the V&T, of which Sharon was co-owner and guiding spirit.

By 1868 when the V&T had its beginning, the mines of the Comstock Lode beneath Virginia City in the Washoe Hills south of Reno had swung from bonanza to borrasca half a dozen times. Whenever their fortunes seemed at low ebb, new ore bodies had been discovered or new refining processes perfected to make profitable the reworking of ores already once or twice milled.

Virginia City had had its periodic setbacks and recessions but, generally speaking, the graph had read

Painted by E. S. Hammack

With her green flags whipping the Nevada breeze, No. 11, the *Reno*, proudly approaches Gold Canyon trestle at Gold Hill. Note the deer antlers on her headlight, a not-uncommon device in the Old West. The beautiful *Reno*, after a long, honorable career on the "Golden Railroad," was sold for $5,000 to M-G-M and has since been immortalized in many movies.

upward, and it was to continue in that direction until the late seventies. The city is eight miles from the nearest running water, the Carson River. Water of any sort on the eastern slope of Mount Davidson was scant and hard to come by. None of it was potable, and on the Comstock Bourbon whisky soon proved a ready substitute.

Could the ores of the Comstock be made available to running water in large quantities and the mills it would operate, Virginia City would experience a boom of gratifying dimensions. There was, too, another consideration. Timber for the deep workings and the furnaces of Virginia City was becoming increasingly scarce. The Washoe Hills were all but denuded, and mine timbers had to be freighted up from Carson Valley by mule team at ruinous freight cost. Mr. Sharon viewed the teaming monopoly with a great hatred.

A railroad would transport ore downhill to the Carson River and bring back lumber at a cost trifling compared to the obtaining freight

NEVADA'S GOLDEN RAILROAD CONTINUED

rates. It would happily ruin the mule-skinners whose language offended the fastidious ear of Mr. Sharon, himself a student of Shakespeare and Racine.

"Can you run a railroad from here to the Carson River?" the squat imperious Sharon asked local mine surveyor, I. E. James, one winter day in 1868.

"Yes," said James, who knew better than to hedge with the future Senator.

"Do so at once, then."

And James did.

THE V&T wasn't originally conceived in that name. Sharon's intention was to run his rails only from Virginia City to Carson Water, and the first business of the company was transacted in the name of the Virginia & Carson River Railroad. The route measured only twenty-one miles, but V&T was a railroad in a hurry, and no less than thirty-eight construction camps were set up to do the job.

Within the year the first train rolled out of Carson City and into the Comstock. That same year, the booming Central Pacific rolled irresistibly eastward through Reno, as Lake's Crossing was coming to be known, and a connection with the giant high road was distinctly on the books. A second division of the V&T was started between Carson City and Reno, and Sharon's road was renamed for its northern terminus on the Truckee River.

From the very beginning, the Golden Railroad was noted for its fine motive power. The first engines

Beebe-Clegg Collection

Portrait labeled "Julia Bulette" hangs in a Virginia City saloon.

Charles Clegg

The "fair but frail" Julia was the only hurdy-gurdy girl in history to have a railroad car named for her, but a careless painter misspelled the last name.

were hauled in from Reno by oxen over execrable dirt roads to Carson City, their rods disconnected, tenders uncoupled, and wheels fitted with broad extra tires to protect their flanges.

This original fleet consisted entirely of 2-6-0's—three built by Booth, named *Ormsby, Storey* and *Lyon,* after the counties through which the road ran, and two built by Baldwin, named *Virginia* and *Carson* for the road's terminals. Moguls were admirably suited to the peculiar operating conditions and the company was to order a number of them up into the middle seventies.

The V&T also boasted, at one time or other, some 4-4-0's, a couple of 2-4-0's, and, in the days of its decline, a few ten-wheelers. All but four of these had been built before 1876. The last engine to tread the V&T line, its only really modern engine, was again a Mogul. She was purchased from the defunct Nevada Copper Belt, where she had borne the number 5. The V&T never got around to assigning her one of its own.

Celebrated from its primal beginnings with the deluges of champagne and flood tides of oratory dear to its generation, the Virginia & Truckee was a howling success. Mile upon mile of towering reducing mills appeared along the margin of Carson Water, stretching from Empire, outside Carson City, to Dayton, eight miles away. Some of their mighty shaftings and flywheels can still be seen among the ruins of their footings.

The mule-skinners went out of business almost overnight, for which animal lovers and Mr. Sharon alike were happy. Wells Fargo & Company, bankers and expressmen to all the world, dissolved their California stages and took to riding the steam cars.

A casualty of the age, more lamented than the mules by almost everyone, was Hank Monk, the mightiest stage driver of them all. Deprived of a living, he took to drink in a big emphatic way, in the Delta Saloon where his portrait hangs to this day, and soon departed the world, "his thoroughbraces rotted with whisky," as the *Enterprise* elegantly put it. Sharon and his associates were triumphant, and for a while shared dividends of $100,000 a month.

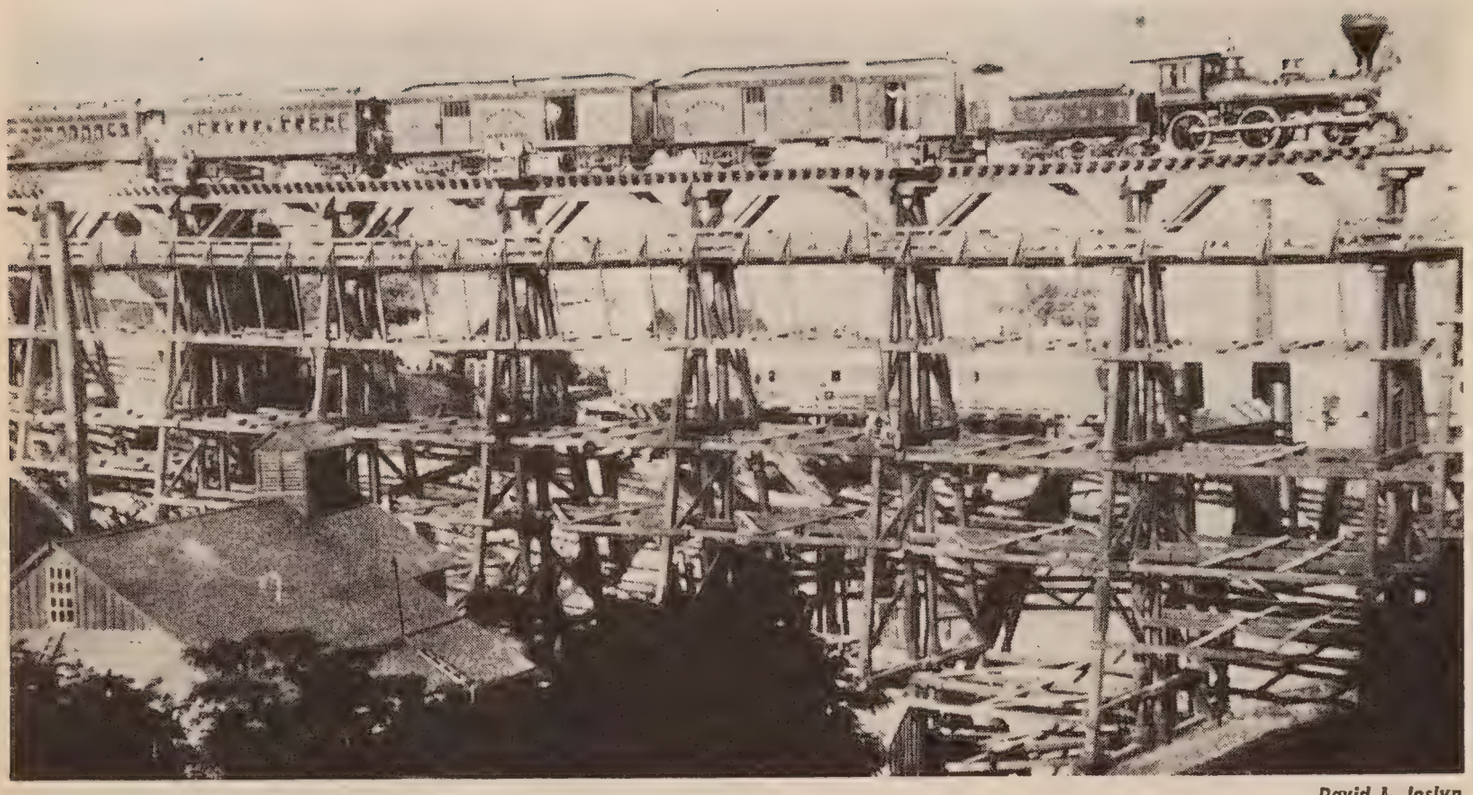
In the beginning there were three scheduled trains a day, each way, between Reno and Virginia City, two of them mixed and one an ex-

D. W. Yungmeyer

Train was stored overnight in shed at Virginia City to shield cars from bad weather and thus keep them in fine condition.

D. W. Yungmeyer

Three-way stub switch at Carson City was a favorite subject for shutter-bugs on railfan trips in old V&T's Indian Summer.



David L. Joslyn

Hoggers held down their speed to a crawl while they rolled over the tall, creaking, wooden trestle that spanned Gold Canyon.

press. All paused for varying lengths of time at Carson City for operational matters and to give passengers a chance to wet their whistles at the Ormsby Bar. The V&T never owned a diner or club car until its last years, when a primeval express car, built at V&T's Carson City shops during the construction days of 1869-'70, was renamed the *Julia Bulette* for the Comstock's celebrated "fancy woman" of pioneer times, and placed in service as a club car for special outings. Typical of the management of the property in its last days, Julia's name was misspelled "Bullette," probably by a careless painter.

Julia probably wouldn't have minded. In any event, she was surely the only known prostitute in the American record to have had a railroad car named after her. In the early years of the Lode she was typical of her profession on the frontier in that she enjoyed a sort of universal respect. A token of this is that Julia was elected an honorary member of several Virginia City fire companies, one of the highest forms of social recognition in the Old West.

When she was murdered for her jewels in the middle sixties, a municipal holiday was declared the day she was buried so that all Virginia City might attend. Next year an equally monstrous turnout attended the hanging of a Frenchman, John Millain, who was apprehended and convicted of complicity in her death.

Numerous portraits of the fair Julia, most of them putative, adorn Virginia City saloons to this day, and her name is still bracketed with those of other pioneers in more approved, if less established, professional groups.

VIRGINIA CITY had its own entire generation of millionaires, a stylish formal social life, six legitimate theaters playing on a single evening, the first Western telephone exchange, save San Francisco's, and mansions of the nabobs by the score. The V&T served them all, bringing in the private cars of trouper and tycoon, rolling the gold and silver down to Carson Mint and the counting houses of Montgomery Street.

Gold Hill had a brass band, which

Last of a long roster of stately Virginia & Truckee ten-wheelers, No. 26, working steam for Washoe Canyon grade, was photographed in 1947. Background illustrates the rugged grandeur of scenery from car windows.

the V&T kept busy most of the time whooping it up at its functions. The pious-looking William Sharon liked nothing better than a good excuse to set buckets of champagne rolling down Virginia City streets. The Miners' Union proclaimed a holiday, and a V&T Special, decked lavishly with bunting, flowers, music, and countless bottles of spirits, rolled the members and their families to the Mineral Swimming Baths at the Bowers Mansion. When the Pacific Pioneers found their treasury distressingly low, a monstrous ball was held amidst the locomotives in the Carson shops.

Even the day coaches of the road had an elegance and magnificence that could scarcely be matched anywhere. A rank of spittoons, countersunk in the floor, to prevent its perhaps slightly unsteady riders from tumbling over or into them, was hailed as the quintessence of chic modernity. But the Comstock soon got used to this sort of thing.

Private palace cars were a dime a dozen in the Golden Railroad's flowering years. The shops at Carson built for the road's superintendent, Henry Yerington, a business car which was promptly admired and then commandeered by John Mackay, the bonanza king, who took it on an extended tour of the East. Yerington, torn between pride and indignation, wrote to a friend:

Lucius Beebe

Charles Clegg

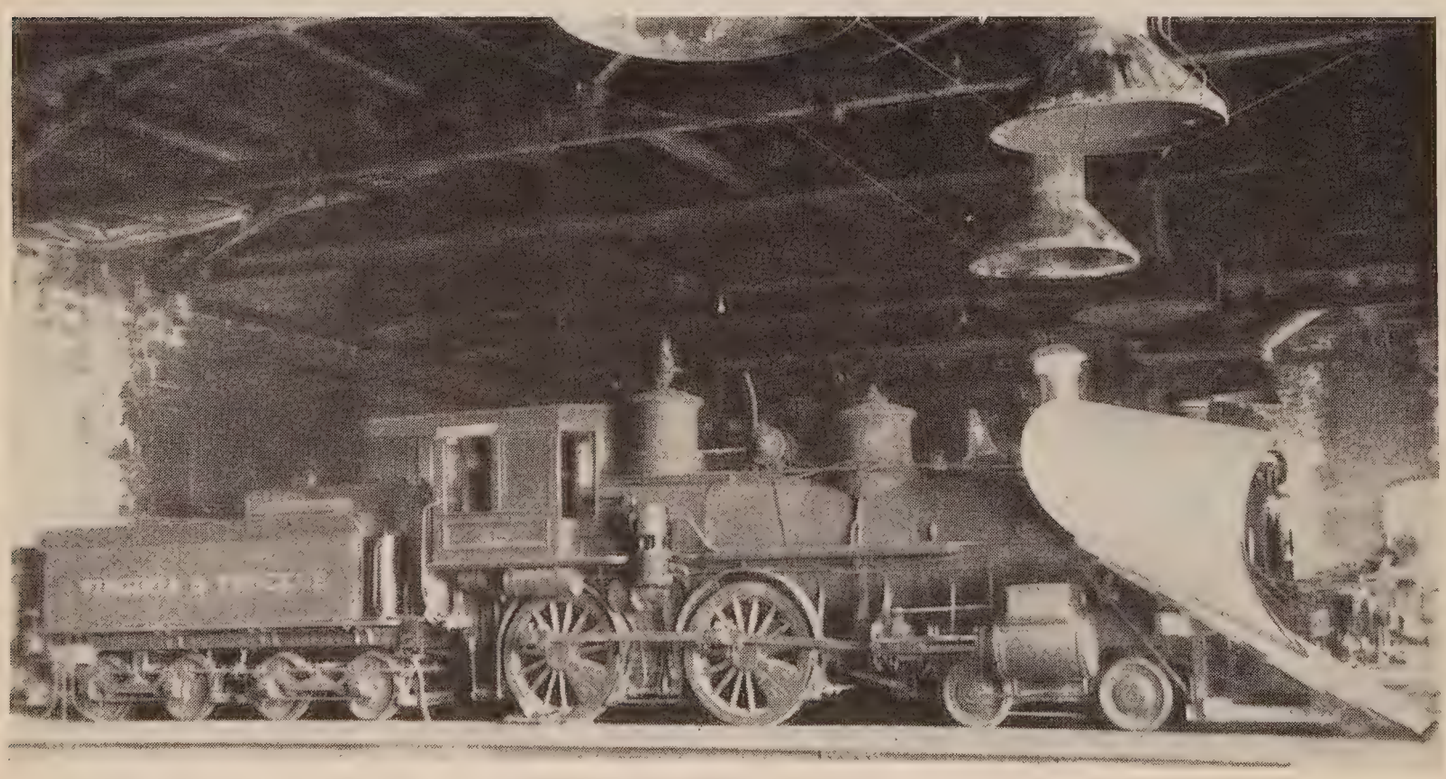
Bell hung on ornate bracket at Carson City depot was rung to announce the departure of trains.

"My private car is in the East, having been borrowed by Bonanza Mackay, the richest man in the world."

The private varnish of kings of industry and finance regularly appeared in the V&T yards in Virginia City. Baron Rothschild once startled everyone by coming in a complete private train of six elaborately upholstered palace cars. For a time the Central Pacific, having its doubts about the spectacular Gold Hill trestle, haughtily refused to entrust its Silver Palace hotel cars to the V&T for interchange.

One morning, however, George M. Pullman arrived in his celebrated private car *Monitor* and the nabobs of the CP saw the light. Thereafter, up and down sleepers connected with Sausalito across the bay from San Francisco. Down passengers got breakfast on the ferry crossing to the foot of Market Street, and up passengers dined there at seven in the evening. The cars came up the hill to Reno on No. 1, arriving around three o'clock, and reached the Comstock in time for breakfast at the International Hotel.

Special occasions saw grand turnout of extras with sleeping cars from all over the land. In 1897 the Corbett-Fitzsimmons fight for the world's heavyweight crown was arranged at Carson City, and Pullmans from as far away as New York and Boston were spotted under the cottonwoods, loaded with "the sporting fraternity in well-brushed ties and jaunty derbies." On the observation platform of one of them, as the cars rolled down Washington Street, was John L. Sullivan, raising his plug hat with dignity to the faithful. John L. was there to cover the battle of the century for Joseph Pulitzer's New York *World,* and commendably sober too. The Silver

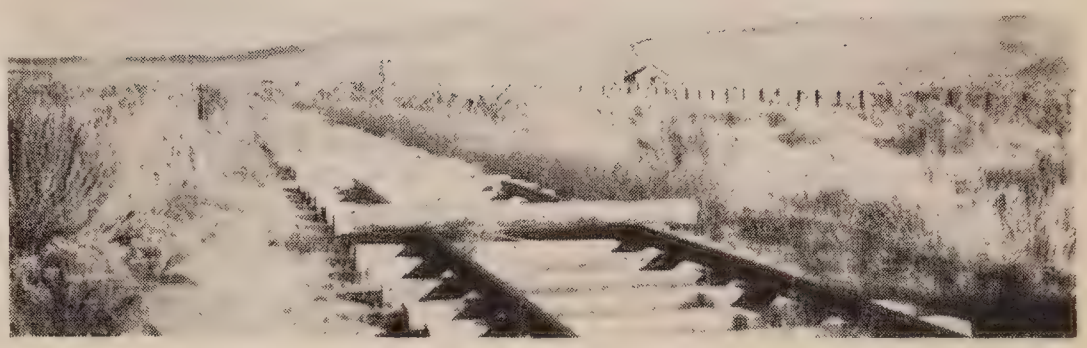


Ted Wurm

No. 18, the *Dayton*, shown equipped with snow flanger, in roundhouse, was built by Central Pacific in 1874.

Cornet Band escorted him from the V&T depot to the Arlington Hotel, where Sullivan held court from a suitably throne-like red armchair strategically located in the bar.

John L. wasn't the only celebrity to be attracted to the Sagebrush capital. An entire special train was chartered by a young man named William Randolph Hearst, who had just taken over his father's San Francisco *Examiner*. The cars were filled with reporters and sketch artists, among them staff member Homer Davenport. When the fight was over, the special tore madly up Carson Valley and thence over the CP iron to San Francisco, while Davenport and other artists prepared art layouts for an extra which beat the *Chronicle* and *Call*.



Jack R. Wagner

Until 1938 the V&T ran to Virginia City, but a crosstie in the Nevada desert east of Carson City marked the end of the trail.

THE V&T had been the pioneer short line to connect, along its California-Nevada division, with the all-powerful Central Pacific. It had been followed in the seventies and eighties by the narrow-gage Nevada County Railroad linking Grass Valley and Nevada, high in the Sierra, with the CP high iron at Colfax.

The also narrow-gage Eureka & Palisade was to run between the terminals of its corporate title, and the Nevada Central was to join Austin with the CP iron at Battle Mountain.

Still another short line, the Nevada Copper Belt, ran from Yerington to the Southern Pacific's Mina branch at Wabuska. Around the turn of the century the SP itself was profitably prompted to buy the V&T's narrow-gage subsidiary, the Carson & Colorado, providing a connection with the then

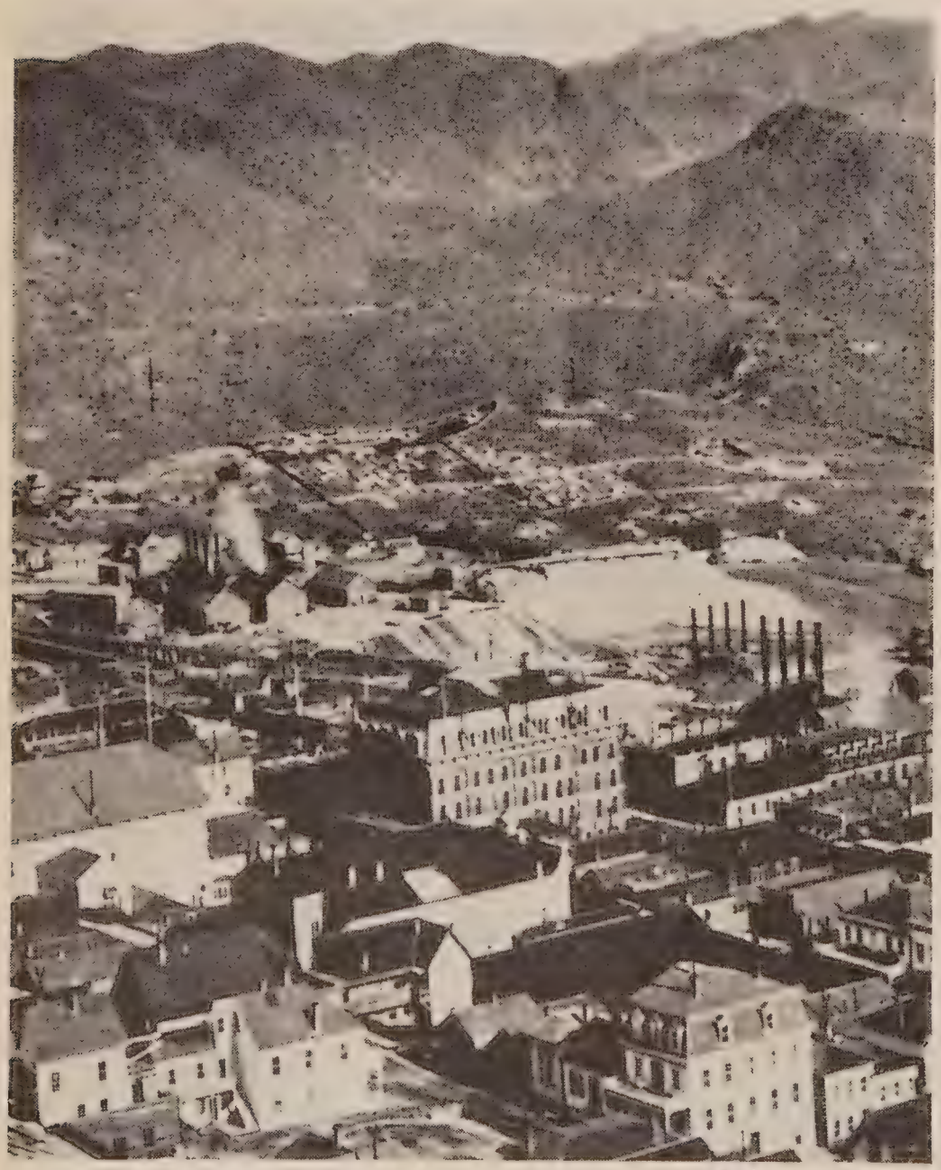
The *Dayton* stands outside old Carson City roundhouse just after a blizzard in the winter of 1912-'13.

booming "Southern Mines" at Tonopah, Goldfield, and Candelaria. The stub end of the dusty Carson & Colorado still operates as the Owens Valley branch of the Southern Pacific.

But all these wistful short lines are now in the Valhalla of railroads, save only the Nevada Northern running from Cobre to Ely which serves the giant copper industry at the latter terminal in the eastern part of the state. The V&T was the pioneer in pouring its commerce into the main stream and artery of the SP.

Throughout its long lifetime, the Golden Railroad maintained its general offices in the building that housed its depot in Carson City at the foot of Washington Street. Here, too, were located its immense shops and square roundhouse which was built for doomsday of granite hewn from the quarries at the nearby penitentiary.

The V&T invariably purchased its engines from the great locomotive foundries of the East or from other railroads, but it would not have been strained to have erected its own and did in fact build several freight cars there.



Beebe-Clegg Collection

Virginia City, Queen of the Comstock, shown in its palmiest years, the late seventies. Eight smokestacks (at right) were those of Consolidated Virginia hoisting works, greatest silver mine known to mankind.

This road ran through a variety of scenic midsts of great interest and beauty to the traveler. Leaving Reno the cars pursued a ten-mile tangent to Steamboat Springs where a huge hotel and bathing establishment attracted invalids and vacationists from the entire United States. In those halcyon times when people came with trunks and stayed a while when they found a place they liked, the V&T set down the Gladstones and Saratogas of thousands of valetudinarians in its time.

Forsaking the pastoral meadows of the valley, the iron twisted out of Steamboat and a few miles south entered the spectacular cut of Washoe Canyon. Here the narrow defile presented a scene of rugged grandeur, and the clearance for the cars was a matter of inches. At the end of the canyon was Washoe City, after the coming of the railroad itself a ghost town of decaying false fronts, for the steamcars had destroyed the teaming between Virginia City and the Sierras which had been its lifeblood.

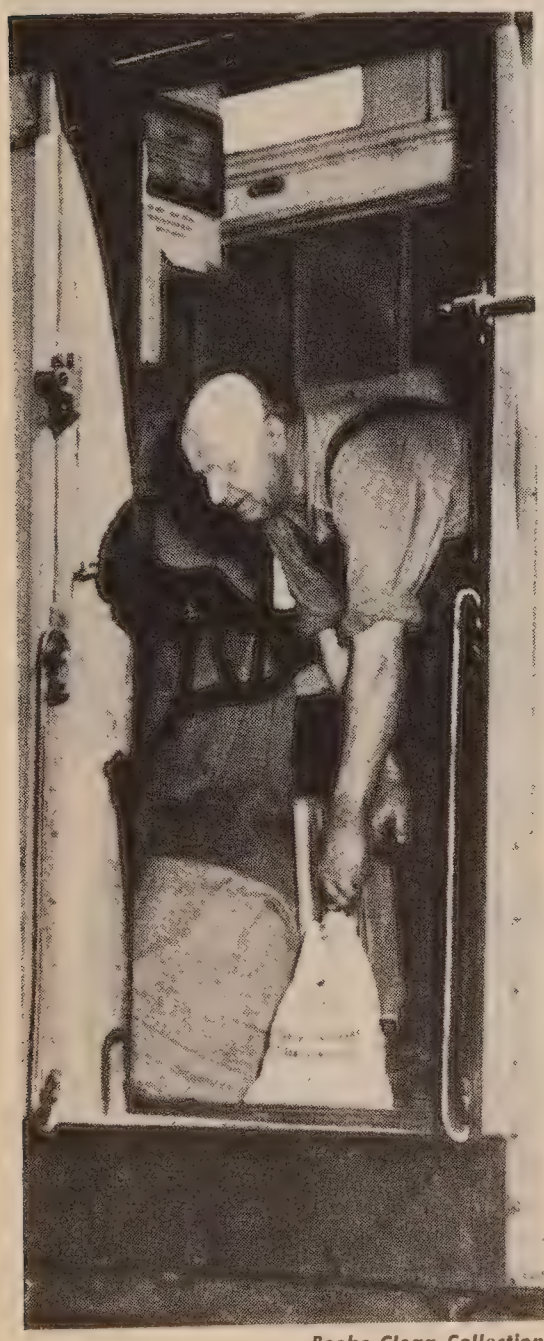
The rails skirted the shallow margin of Washoe Lake, passed the foot of the driveway to the mansion of Sandy Bowers, first of the Comstock millionaires, climbed around the shoulder of the mountain at Lakeview, and plunged abruptly into the green pastureland of Eagle Valley to reach Carson City.

In later years the iron ran through the beautifully terraced lawns with their ancestral hourglass elms of the Earl and Countess of Wellesley, wealthy English expatriates, and dusty passengers aboard the swaying cars gaped at liveried servants passing with cooling drinks among flannel-clad guests on the terraces at teatime. Mobile revellers aboard

The Gold Coast, when that private car made the V&T its "home" railroad, sometimes instructed the steward to leave their empty champagne bottles beside the tracks and so let Lord Wellesley know they had called.

FROM Carson yards the rails began the gradual ascent which was to become precipitous before they reached Virginia City in the side of Mount Davidson. Seven

(Continued on page 56)



Beebe-Clegg Collection

Shipments of bullion and currency marked V&T history from start to finish. One guess is that these totaled nearly a billion dollars.

ALL-TIME MOTIVE POWER ROSTER OF THE V&T

No.	Name	Year	Builder	Type	Weight	Cylinders	Drivers	Disposal
1	Lyon	1869	Booth & Co.[1]	2-6-0		14x22	40	Scrapped
2	Ormsby	1869	Booth & Co.	2-6-0		14x22	40	Scrapped[2]
3	Storey	1869	Booth & Co.	2-6-0		16x22	48	Sold,1881[3]
4	Virginia	1869	Baldwin	2-6-0	27½	16x24	48	Scrapped
5	Carson	1869	Baldwin	2-6-0	27½	16x24	48	Sold,1883[3]
6	Comstock	1870	Baldwin	2-6-0	27½	16x24	48	Sold,1881[3]
7	Nevada	1870	Baldwin	2-6-0	27½	16x24	48	Sold,1883[3]
8	Humboldt	1870	Baldwin	2-6-0	27½	16x24	48	Sold,1882[3]
9	I. E. James	1870	Baldwin	2-4-0	14½	14x22	48	Sold,1907[3]
10	Washoe	1871	Baldwin	2-6-0	27½	16x24	48	Sold,1881[3]
11	Reno	1872	Baldwin	4-4-0	27½	16x24	56¾	Sold[3]
12	Genoa	1873	Baldwin	4-4-0	34	16x24	56¾	Sold,1938[3]
13[4]	Empire	1873	Baldwin	2-6-0	35	16x24	48	Sold,1924[3]
14	Esmeralda	1873	Baldwin	2-6-0	35	16x24	48	Sold,1901[3]
15	Aurora	1873	Cooke[5]	2-6-0		17x22		Sold,1881[3]
16	Ophir	1873	Cooke	2-6-0		17x22		Sold,1881[3]
17	Columbus	1873	Cent. Pac.	4-4-0		17x24		Scrapped,1913
18	Dayton	1874	Cent. Pac.	4-4-0		17x24		Sold,1938[3]
19	Truckee	1875	Baldwin	2-6-0	37½	17x24	48¼	Sold,1901[3]
20	Tahoe	1875	Baldwin	2-6-0	37½	17x24	48¼	——
21	J. W. Bowker	1875	Baldwin	2-4-0	32½	14x22	48¼	Sold,1896[3]
22	Inyo	1875	Baldwin	4-4-0	34	16x24	57	Sold,1937[3]
23	Santiago	1876	Baldwin	2-6-0	37½	17x24	48¼	Sold,1901[3]
24	Merrimac	1876	Baldwin	2-6-0	37½	17x24	48¼	Sold,1901[3]
25	——	1905	Baldwin	4-6-0	45	17x24	60	——
26	——	1907	Baldwin	4-6-0	60½	18x24	56	Scrapped[3]
27	——	1913	Baldwin	4-6-0	60½	18x24	56	Stored[3]
2nd5[3]	—	1925	Alco	2-8-0	75	19x26	51	Scrapped[3]

[1]Booth & Company of San Francisco. Later became the Union Iron Works.

[2]The *Ormsby* was used from 1876 to 1880 on the west side of Lake Tahoe on the broad gage line of the Lake Tahoe Narrow Gage Railroad.

[3]The *Storey*, *Carson*, *Nevada*, and *Humboldt* were sold to A. Onderdonk, manager of D. O. Mills & Co., for use in the construction of the British Columbia section of the Canadian Pacific. On completion, both road and locomotives were sold to the Canadian Government. The latter turned over the road, without rolling stock, to the Canadian Pacific and sent the four former V&T locomotives, with others, to the Intercolonial Railway of Nova Scotia in 1887. Then in 1912 the ICR became a part of the Canadian Government Railways, which was merged into the Canadian National in 1920.

V&T Nos. 3, 5, 7, and 8 were renumbered respectively 1 *(Yale)*, 4 *(Savona)*, 5 *(Lytton)*, and 3 *(New Westminster)* by D. O. Mills & Company; 188, 190, 191, 189 by the Intercolonial; 1028, 1025, 1026, and 1024 (under which numbers the latter two were scrapped in 1920 and 1918) by the Canadian Government Railways; and 7082 and 7083 by the Canadian National.

The *Comstock*, *Washoe*, *Aurora*, and *Ophir* were sold to the Oregon Railway & Navigation Co., the *I. E. James* to Willett & Burt, Contractors; the *Genoa* to Eastern Railroads which presented it to the Railway & Locomotive Historical Society; the *Empire* to the Pacific Portland Cement Co. of Gerlach, Nevada, and later to the R&LHS; and the *Esmeralda* to Col. E. K. Smoot, Mexico City agent for the United Commercial Co., dealers in second-hand railway equipment, and hence to some road in Mexico, probably Mexican Government Railways. No. 11, the Reno, was bought by MGM.

Paramount Pictures in Hollywood bought the *Dayton* and the *Inyo*, while the *Truckee* and the *Merrimac* went to the Verdi Lumber Co., Verdi, Nevada. The famous *J. W. Bowker*, also known as the *Mexico*, worked on the Sierra Nevada Wood & Lumber Co., at Overton, Calif., but in 1937 was presented to the R&LHS Pacific Coast Chapter, by the Hobart Estate Co. The Boac & Loyalton Railroad bought the *Santiago* and renumbered her 4, and in 1915 she was taken over by the Western Pacific, renumbered 123, and retired in June, 1930.

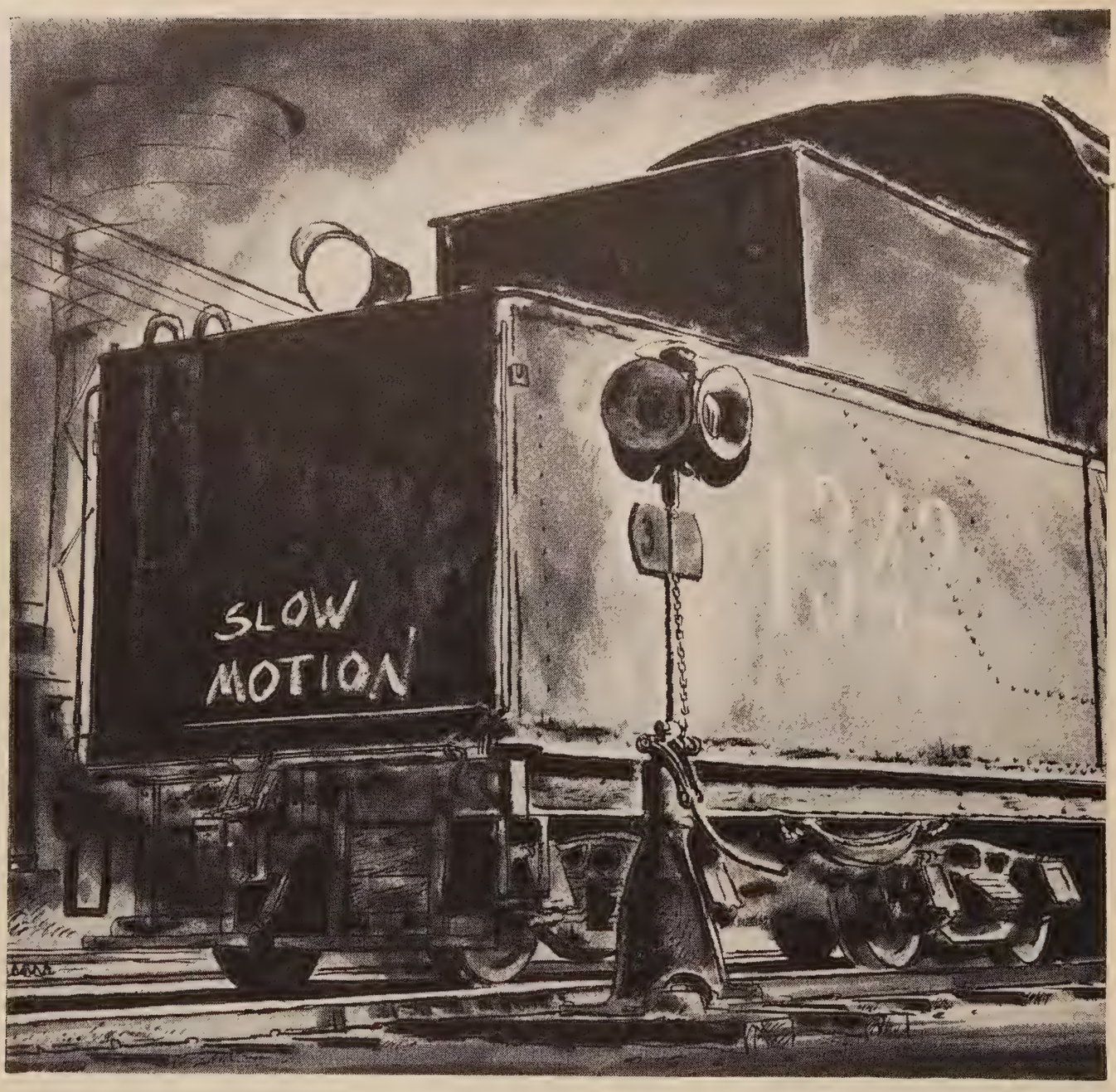
Of the remaining V&T engines, No. 25 apparently was sold to the movies in the late thirties. No. 26 was destroyed by a fire that razed the locomotive storage shed in Reno on May 2, 1950, a few days before the line was abandoned. No. 27, which pulled the last train on May 31, 1950, is still stored in the Carson City roundhouse. All the others had been retired or sold by the day of abandonment, except Nevada Copper Belt. No. 5.

[4]The *Empire* was renumbered 14, after the *Aurora* had been sold in 1881, as engine crews considered No. 13 unlucky.

[5]Danfoth, Cooke & Co., Paterson, N. J.

[6]Bought in the late thirties from the abandoned Nevada Copper Belt, she retained her original NC number the whole time she was on the V&T.

The above roster was compiled by Gilbert H. Kneiss, Western Pacific Assistant to the President, Public Relations, and reprinted from *Bulletin 45* of the Railway & Locomotive Historical Society.



ILLUSTRATED BY HERB MOTT

SLOW-MOTION SWITCHER

Yard Work Wasn't Exactly Tim Callahan's Idea of Railroading, Especially with a Rawhiding Night Yardmaster on the Job

by JAMES V. DERAGON

He pulled the throttle back farther and watched the blazing cavalcade

TIM CALLAHAN was running an eight-wheeler around the Hannibal Yards and yearning for the day when he would slip behind the throttle of a road engine and hit the high iron. A road run, where he could shake the dust of the yard from his wheels. That would be the day!

Superintendent Harris said it. "A road run! That'll be the day, so help me! I'd as soon put Marilyn Monroe on the head end. Now beat it, Callahan! Hit the ball!"

Tim hit the ball. He could see it all clearly now. Night Yardmaster Mallinson's needling for fast action, backed up by his access to the super's ear, had finally set a red board smack in front of any hopes the hogger might have had. He dragged his feet toward the roundhouse and the 1342.

Those chalk marks scrawled across the back of his tender snapped him awake. The writing was crude but legible, spelling the words "Slow Motion." The back of Tim's neck flushed. He shot a quick glance at the overall-clad figures lounging about. Then, climbing into the cab, he methodically checked the water glass and steam gage, looked into the seatbox for torpedoes and fusees, and squinted at the lubricator.

"Get that road run you were after, Callahan?" The raucous voice, booming up from beneath his window, could belong only to Mallinson, the bull of Hannibal Yards.

It hadn't taken long, Tim mused, for news of his interview with the super to get around. You could count on Mallinson for that. He leaned back in his seat and eyed

the ringmaster. Tim was a small fellow, small but wiry and energetic.

"Why don't you take a rocket trip to the moon?" he barked.

"Yeah, wise guy, talk big! Mebbe you won't be talkin' so big next month. If you can't roll that yard goat faster, you won't even be runnin' a wheelbarrow any more. Ain't that what Harris told you?"

Tim's lips tightened and his red hair bristled. He was too close to losing his temper, which wouldn't do. Not now, anyhow. With a shrug, he opened the throttle.

THE MEMORY of that talk with Superintendent Harris still rankled. The chief had struck hard from the minute Tim opened his mouth.

"Let's get this straight, Callahan," Harris had said. "You're asking for a train to take out on the main line. Why, man, you can't even make time with a switcher!"

"You don't make *time* with a switcher, Mr. Harris; you make *moves*. I keep all my wheels on the iron. I've had no complaints so far."

"Oh, you haven't? Do you mean to tell me that Mr. Mallinson has never spoken to you about your switching operations?"

"Sure," said Tim, "but I'm still not going into a rat-race. Guys get killed that way."

"Does Mallinson ask you to kill people?"

"I didn't say that. But it's happened before and it may happen again."

The superintendent drummed on the desk with thick, scarred fingers. "I know," he agreed, amiably enough. "I don't like it any more than you do when they take one of the boys home on a grain-door, but—" He jerked a thumb at the engineer. "This company isn't paying you to be the guardian angel of every cloth-head swinging a lantern in Hannibal Yards. If their own Brotherhood grievers aren't worrying about it, why the hell should you?"

Tim nodded. "I s'pose it's all in the way you look at it."

"Well, look at it right, Callahan," said the brass collar. "A railroad yard is a hard-running machine and it has no use for ornaments. They get shaken off sooner or later, and that applies to men as well as equipment."

"But you can't drive any machine beyond capacity. This garden is under-tracked and under-manned."

"So you're now an authority on yard capacities, Callahan?"

"You notice certain things, Mr. Harris, when you spend as much time on a goat as I do. Which is what I come in here to see you about."

Harris waved his cigar impatiently. "Tell me more of your ideas. I like to hear 'em." The sarcasm, bright as a block signal, should have warned Tim, but it didn't.

"Well, the old hands around here know that we need three more storage tracks. One and Two should be extended, as well as the lead. Then we could make more moves without going out on the main line so often. That's where a lot of trouble is coming from. Also, we need another engine and crew to handle the industry work."

"We do, eh?" The purr turned to a growl. "Maybe it doesn't occur to you that Mr. Mallinson knows more about his yards than you do."

Tim pondered that one. How do you go about telling a superior that a yardmaster is a company man, a stooge who's out to make a record with the management by driving men and equipment beyond the limit and throwing the Book of Rules into a ditch? But, of course, you couldn't.

"Well?" The super was waiting.

Tim shifted in his seat. "Guess he should know his business, at that. But I still say we need those tracks. We're not set up right, not for the load we're carrying. It—it just stinks of trouble, and all the old hands know it."

"Stop crying wolf!" snapped Harris, jerking around in his chair. "Don't forget, I know something about what's going on out there. I'm interested, too. My own kid is pulling pins down there, remember? And from what I hear, the boys swear by Mallinson."

"The young ones, sure. Like your boy. But there's a lot they don't know about yet, and it looks as if they'll have to learn the rough way. Some of 'em might even be scraped off a footboard with a wire brush before they do."

"Never mind that, Callahan. You worry about your switcher and we'll tend to the rest. Now, getting back to your first question, you can forget that road run. It's like I told you."

"I can't forget it, Mr. Harris. I been waiting three years now."

"You'll wait another hundred. I can't dream up new runs just to let you operate outside the yard-limit boards."

Tim smarted at the unfairness. "There's been younger men than me get out on the main line."

"You know how that happened. They made in on the strike. Can I change that? In addition, those boys know how to roll 'em. There's no time to nursemaid trains over the Hill Division."

"Look, Mr. Harris," Tim pleaded, "I can roll an engine, too."

The super was on his feet then, face clouded. "How can you expect to wheel a main-line train when you can't keep the pin-grease warm in a switcher? Mallinson says you've got enough lead in your arms to counterbalance at least a pair of drivers."

"Just a minute, Mr. Harris!" Tim protested. "I don't mix dramatics with railroading—"

"Railroading, hell! What *you* do isn't railroading! It's more like a game of chess! Now get back to your engine, and stop bucking Mallinson. If you don't—" He left the sentence ominously unfinished. Tim looked at him uneasily.

"And if I do, Mr. Harris? The road run?"

Tim heard the super's fist pounding the desk and the inkwells rattling as he skittered for the door. There, he almost collided with the burly frame of Yardmaster Mallinson, who had just entered. Judging from his twisted smile, the ringmaster had overheard the last part of the interview.

(Continued on page 69)

LADY TRAIN DISPATCHER

The Job of Moving Frisco Trains Was Sprung on Me as a Surprise, but I Got to Like It Very Much

A TRUE TALE

by ANNA BELLE ALBRECHT

Anna Belle, as she looked when she set up meets many years ago on the Frisco.

WE HAVE HEARD of only four female train dispatchers. Mrs. Albrecht was Miss Anna Belle Glenn when she worked for the Frisco.

Mrs. Phyllis J. Pangborn, New York Central, is the only North American woman currently employed as a DS. She works second trick at Indianapolis.

Miss Lois Harris was employed as Illinois Central dispatcher for three months of World War II, beginning April 15, 1943, and is now an IC freight clerk at Monroe, La.

A Mrs. Storrs was a second-trick dispatcher on the Southern Pacific at Tucson, Ariz., about 50 years ago, working across the table from her husband.

CHIEF DISPATCHER EVANS had ordered me to report to the Frisco telegraph office at midnight. He hadn't got around to telling me what for. I was somewhat worried. First, the superintendent had quizzed me for hours on operating rules, then I'd been pulled off my car distributor's job in Fort Smith, Ark., and sent to Hugo Okla., with a forty-five dollar cut in salary. I was beginning to wonder if I was on my way out.

Only I couldn't figure out why. It wasn't as if I was new to the game. I'd been working on the Frisco for five years, ever since 1912 when I was seventeen, and on the Missouri & North Arkansas for a year before that. My dad was a boomer telegrapher of the old school. He had taught me all he knew about telegraphy.

When I walked into the office that night, Beatty, the regular operator, greeted me.

"You work in there," he said briefly, pointing toward the dispatcher's office.

I opened the door and went inside. Mike Brennan, the second-trick dispatcher, didn't seem at all surprised to see me.

"What does Mr. Evans want me to do?" I asked.

"Relieve me," Mike said, and went on writing in the train-order book.

"Me?" I said. "Me? Relieve you —dispatch trains?"

New York Central

New York Central's Mrs. Phyllis J. Pangborn, only currently employed woman dispatcher in North America, pores over a train sheet in her office at Indianapolis. She was Miss Vohland when she first took the job.

Mike nodded and grinned. "Yep. Campbell enlisted. You get his job. There's a war on, you know."

"But—but—nobody said anything to me about it. "I never dispatched a train in my life. How can I begin now—just like that? Well, I can't."

A wire started calling. Mike said casually, "Well, if you can't, you can't, I reckon," and reached for his hat. "Sit down there and copy OS's while I go eat."

And he stalked out before I had a chance to say no. Sitting down gingerly on the edge of the chair, I stared at the five train-sheets, one for each subdivision. Such a thing as my dispatching trains had never occurred to me. Women just didn't. It was unheard of. At least, I'd never heard of it until that night.

"DS . . . DS . . . DS . . ."

The wire was still chattering. Unconsciously I reached for the key to answer, but I didn't touch it. I was afraid.

"DS . . . DS . . . DS . . ."

A second wire began calling, and then a third.

I couldn't stand it any longer, and my finger tapped the key. The operator OS'd an extra. I shuffled through the sheets until I found the one on which it belonged, and put it down. Encouraged, I answered the second wire.

In a few minutes I had a flock of OS's down on the sheets—this was during World War I, you see, when the number of trains on the Frisco was limited only by the number of engines available.

Then I discovered I had put about half the OS's down backwards—had the trains departing before they had arrived—so I grabbed an eraser to correct them before Mike got back.

Intermittently, I rubbed OS's and answered the wire to take down more. By the time I had the errors corrected, whenever someone called, my hand was streaking for the key, just as it had when I worked a telegraph job. Only this one was a lot more interesting.

An operator called, wanting to clear a late passenger train. I didn't know what to do. Too scared to make a move, I decided to stall him.

"Minute, Nine," I said, meaning I was in train orders on another wire. I felt guilty, but Mike would be back any time now. At least I *hoped* he would.

Thumbing through the pages of the train-order book to see whether he had put out a meet between this train and another string of varnish, I found he hadn't. Then I saw what he'd been writing in the train order book when I came in was a transfer to ABG: Anna Belle Glenn. But the space for my initials was still blank.

I wondered—what if I were actually to sign it and take over the 483 miles of railroad? But that was unthinkable. I read over all the orders Mike had transferred, checking the position of the trains on the various sheets, and I figured where I would make the meet between the passenger trains, if I were the dispatcher. It wasn't as difficult as I had imagined.

Calling the operators, I put out the meet between the trains and cleared them. If it was a mistake and Mike got balled out—well, it was his own fault. But before I had the trains cleared, the sweat was still running off my elbows. Still, I had a feeling of accomplishment. I had actually put out a train order. It was fascinating.

Just then Beatty came in from the telegraph office. "Chief said to give you these after you went to work," and he handed me an 18-size watch and a letter. The chief wasted no words. His letter read:

Either you're a railroad man or you ain't. Loaning you my standard watch. Good luck.

H. G. E.

Now that I knew I was really going to be a dispatcher I was excited and happy. Couldn't keep my hands still. Then I felt a little sick. Mike wasn't coming back—I knew that now—and I had a railroad full of moving trains on my hands. The responsibility was mine.

WHEN AN OPERATOR started to give me a call on a train, I woke up to the fact that this was another day and I had to have new train-sheets. I wrote the date at the top, November 6, 1917, and on the first line marked "Dispatchers on Duty" my name, *Anna Belle Glenn*. I liked seeing it there. But what with all that time spent making up my mind, I'd got behind, and the whole railroad was waiting for me to move. So I went to work.

Now I had ten train-sheets to juggle instead of five. Finding the one I needed and remembering what was on the nine sheets underneath it kept my head spinning.

Mike was a capable dispatcher, and I knew he had left the railroad fixed up as well as he could. Some of his orders might not be the best, but there wouldn't be any "cornfield" meets if I didn't change them, so I left them alone.

The conductor on the first train I had to fix up leaving a terminal was Harry Boyd. Instead of trying to figure out all the delay the trains would get on Mike's meets, I hit on a scheme that worked out okay. I gave Harry right over all opposing freight trains, and put him on a string of waits.

Later, Harry told me that his hogger had beaten the stack off his engine to stay on my somewhat erratic waits.

Anyhow, I kept trains moving that night. The friends I had made among the trainmen and enginemen during the five years I'd been on the Frisco stood me in good stead not only that first night but for as long as I was dispatching.

Just before I went off duty, Chief Evans came in to pick up his watch and to see how I'd been doing.

"Not bad," he said when he'd looked over the sheets. "I thought you were a railroad man."

When finally I was relieved and went home, I had never felt so worn out in my whole life. I was so weak, in fact, I could scarcely keep on my feet. I didn't look so good either. My reddish-brown hair was tousled, my eyes had a dull grayish look, and there were dark circles under them.

The second night wasn't so bad; and as I learned the tricks of the dispatching trade, the work became less exhausting. Everyone, including Superintendent C. H. Baltzell, seemed proud to have the only woman train dispatcher on the Frisco. They did everything they could to help me.

But that didn't include any pampering. I conformed to the same standards as the men dispatchers, even to making trips over the road once a month on a freight train, usually riding the head end.

It was fun, being in the middle of things, and since I am fairly unexcitable and robustly healthy, the tension and anxiety of dispatching didn't bother me. It was a kind of game—a grim one, with human lives and millions in property under my fingertips, but I enjoyed playing it.

There were times when the railroad went to pot with derailments, pulled-out drawbars, and so on. Each incident was a challenge, and I derived a lot of pleasure from meeting it successfully. Of course, there were times when, like all dispatchers, I failed, and on those occasions went home sick and disgusted. But I learned from my failures.

One night a student operator tore up a 31 order at Durant, Okla., and let the train get away. I kept my temper and asked him why.

"Well," he said, "when I got through copying it, there wasn't any train here to deliver it to, so I thought you'd made a mistake. I tore it up. Then the train came along. It didn't stop for an order, which gave me the impression they didn't need it to keep going."

That was the trouble. The train would go right on past the meeting point and smack the inferior train right on the nose!

Fortunately, the girl operator at Blue River knew a fellow with a telephone who lived beside the

(Continued on page 60)

Illinois Central

Miss Lois Harris, Illinois Central freight clerk, recalls three exciting months when she worked as a train dispatcher during World War II.

Without benefit of snowplow, Baltimore & Ohio Mikado No. 4706, Class Q-10, built by Alco in 1912, seems hopelessly stalled in a cold, white world.

Gone like the winters of yesteryear is the picturesque two-foot-gage Monson Railroad, shown here in its prime at Monson Junction, Maine, where it entered the yard of the big, standard-gage Bangor & Aroostook.
Linwood W. Moody

Baltimore & Ohio Railroad

SNOW ON THE TRACKS

Erie Railroad

Erie's Number 30 came up the mountain at Graham, N. Y., in the crisp air of a winter's day, with a magnificent smoke plume trailing above the leafless trees, prior to dieselization. No diesel can ever match the beauty of such a scene as this one, fast vanishing forever.

Southern Pacific Railroad

Snow-fighting crew with diamond-stack engine and rotary plow of the old Central Pacific (now Southern Pacific), year 1890, takes time out for a rest on the Cascade Bridge, a wooden trestle long since removed.

1947 Graflex Photo Contest

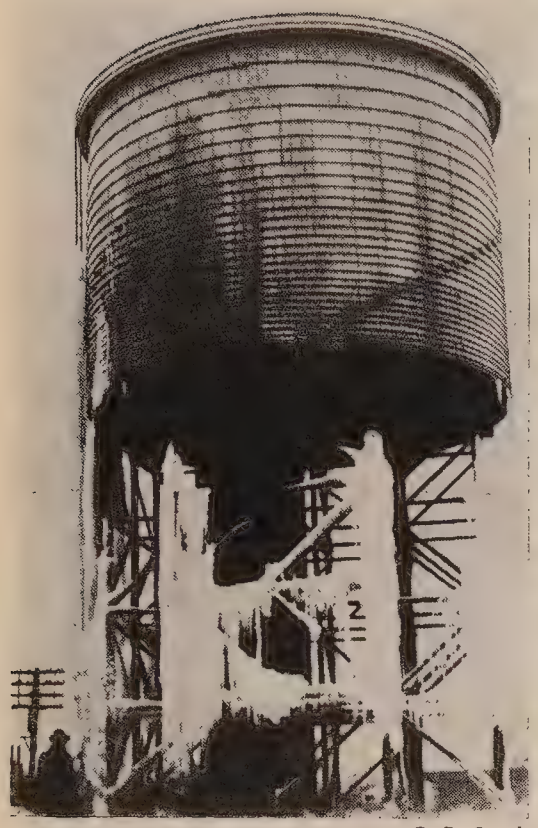
Camera study of Ruthven, Ont., Canada, on C&O won honor award for Russell S. McCoy, Detroit.

Southern Pacific Railroad

Snowed in: section house and signal maintainer's quarters, Cascade Summit, 1932.

SNOW ON THE TRACKS

CONTINUED



C. T. Steeb

King Winter decorates Northern Pacific water tank at Miles City, Mont.

General Electric Co.

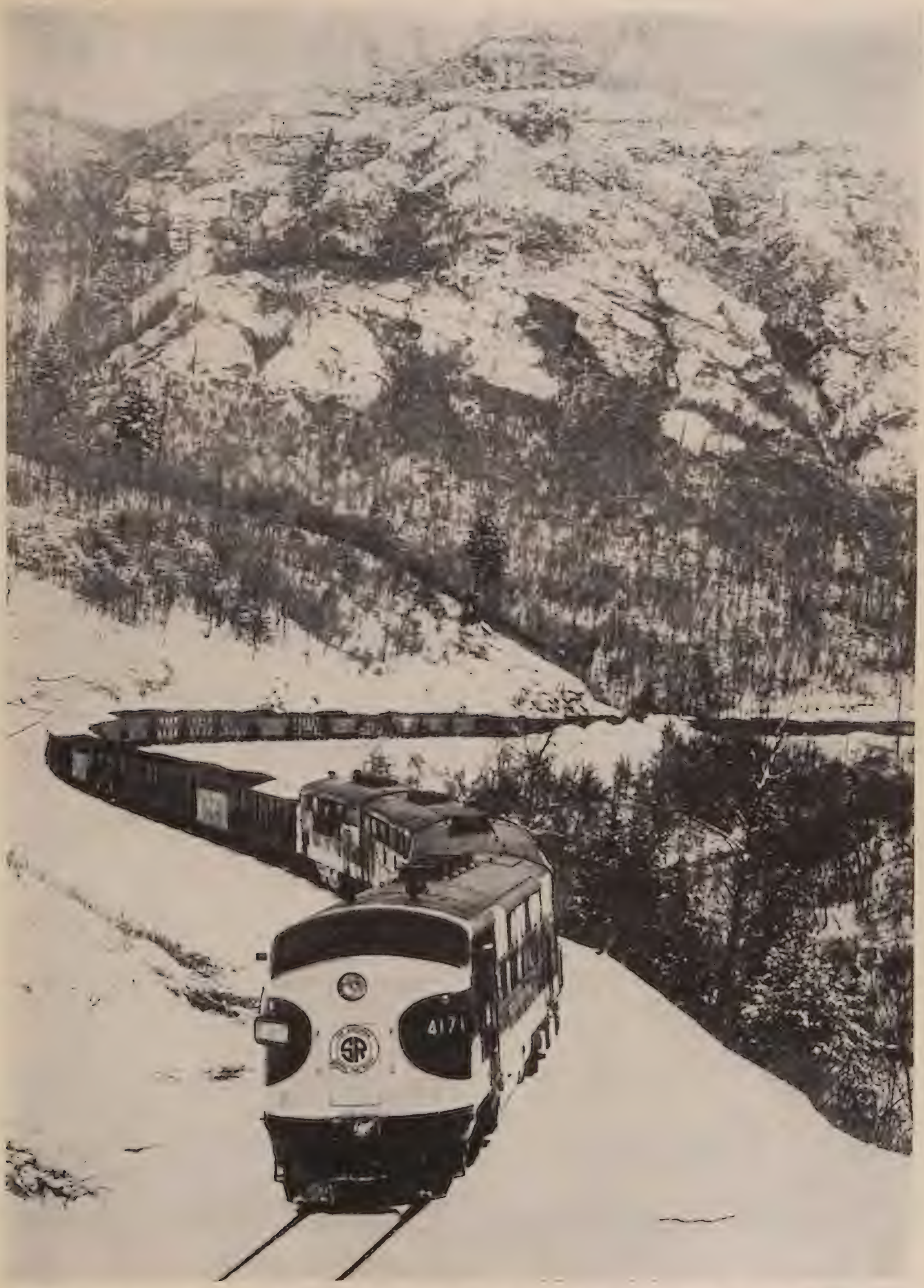
A modern way to keep switches clear of snow is to melt it away with an electric apparatus, as the New York Central did last winter.

The Lehigh Valley's tall-stacked No. 223 (foreground) had run through a blizzard just before this shot was made at Auburn, N. Y., in 1904.

SNOW ON THE TRACKS CONTINUED

Illinois Central (above) and Union Pacific

Clearing the track by hand is slow and laborious, as you see from this Illinois Central pattern near Remsen, Iowa, in 1936. More efficient, of course, is the rotary, the one below being on the Union Pacific's Yellowstone Division.



Southern Railway

A cold day in southwestern Virginia, where mountains and forests echo the muted thunder of a Southern diesel wheeling a trainload of white-blanketed coal through June's Mill Gorge on Appalachian Division.

A Century-Old Timetable

IN THOSE DAYS timetables were called "arrangements." They stated the time of departure with a fair degree of accuracy but did not say when a train was due at the other end of the line. This oval-shaped document was printed on lavender-colored paper for the Eastern Railroad (now Boston & Maine). The train picture was copied from a very old Eastern Railroad photo.

EASTERN RAILROAD.

1852.

FALL ARRANGEMENT.

TRAINS FOR BOSTON.

Leave	FORENOON.			AFTERNOON.			
Portland	8.30			3.00			
Portsmouth	7 00		10.45	5.15			
Hampton	7 30		11.07	5.35			
Salisbury Mills	7.20	9.30		3.45			
Newburyport	7.55	10.00	11.30	4 15	6.00		
Ipswich	8.25	10.25	11 55	4.35	6.25		
Gloucester	7.15			1.30			
Beverly	7.00	8.00	8.50	10 50	12 20	2.05	5.00	6.40
North Danvers	7.30							
Danvers Port	7.30							
So. Danvers	7.35							
Salem	7 15	8.00	9.00	10.00	11.00	12 30	2 15	5 15	6.50
Lynn	7.25	8.10	9.10	10 10	11 10	12.40	2.25	5 25	7.00

TRAINS FROM BOSTON.

Leave for	FORENOON.			AFTERNOON.					
Lynn	7.00	9.00	10.15	12 15	2.30	3.15	4 30	5 00	6.30
Salem	7.00	9 00	10.15	12 15	2 30	3 15	4 30	5.00	6.30
So Danvers			10 15	3.15					
Danvers Port			10 15	3.15					
North Danvers			10.15	3.15					
Beverly	7.00		10.15	12.15	2.30	3.15	4 30	5.00	6.30
Gloucester			10.15	4.30					
Ipswich	7.00			12.15	2.30	3 15	5.00		
Newburyport	7.00			12 15	2.30	3.15	5 00		
Salisbury Mills	7.00			12.15	2.30	3.15	5 00		
Hampton	7.00			2.30			5.00		
Portsmouth	7.00			2.30			5.00		
Portland	7.00			2 30					

MARBLEHEAD BRANCH.

Leave	FORENOON.			AFTERNOON.		
Marblehead	6.50	8.45	9.45	12 15	2 00	5 00
Salem	7 45	9.00	10.00	1.00	3.15	5.45

SALISBURY BRANCH.

LEAVE SALISBURY MILLS,	LEAVE EAST SALISBURY,
7.20, 9.30, A.M.; 3.45, 5.40, P.M.	9.00, A.M.; 2.00, 5.06, P.M.

OCTOBER 4, 1852.

W. W. Kellogg, Pr....Over the Depot, Lynn.
TYPOGRAPHIC HALL.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here every month by our research expert — as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

I

Question *Please tell me the history of the old Sandy River Line.*

Answer The Sandy River & Rangeley Lakes Railroad was a two-foot-gage common carrier which extended 96 miles through the lumber area of western Maine, and paralleled the Sandy River for a considerable distance. It ran through hardwood forests, rounding 20-degree curves, and climbing 4 percent grades to an altitude of 1800 feet at Rangeley.

Plans to build the line materialized in 1877, when local merchants and farmers, eager for a freight outlet, raised $119,000 from stocks and bonds toward meeting initial costs. Because 74 trestles had to be built over the first 18 miles of track, the stretch between Farmington and Phillips was not completed until 10 years later. Early equipment consisted of two 11-ton locomotives, two passenger coaches, a baggage car, and five flatcars, all purchased from the then defunct Bedford & Billerica, a two-foot-gage road in Massachusetts. By 1918 the SR&RL had 16 locomotives, some 300 cars, and the world's only two-foot-gage parlor car.

In time other towns pushed for rail connections, and the Sandy River Line was extended to distant lumber centers, partly by branch lines. At its prosperity peak in 1919, the midget road hauled the equivalent of 5,000 standard-gage loaded boxcars westbound and 1000

Linwood W. Moody

An oddity you'll never see again. The midget track of the Sandy River Line—once America's longest two-foot-gage road—crossed the Maine Central's standard-gage at Farmington, Maine.

Ed Nowak, New York Central

Regular checks on all journal bearings are necessary in order to forestall danger of hotboxes.

eastbound, in addition to passengers and miscellaneous freight. The company operated on less than 55 percent of its gross earnings; its freight revenue totaled $350,000.

Eventually, however, trucking and automobile competition, combined with a depression in the pulpwood industry, cut traffic sharply on America's longest two-foot-gage road. By 1928, the SR&RL's revenue had dropped to $189,000, and by 1931, a bare $10,000. At last the standard-gage roads, whose facilities afforded more modern shipping service, took over most of the territory's raw material transport, and the gallant leader of two-foot-gage lines was abandoned in 1935, to the regret of a great many railfans.

2 *What progress has been made toward solving hotbox problems?*

As you know, a hotbox occurs when a journal bearing on the wheel of a freight or passenger car is overheated, usually from improper lubrication. In extreme cases, the hot bronze bearing cuts into the car's steel axle and breaks it. Today, however, technical study and research help to ward off the hotbox possibility. In the laboratories at General Motors, for example, tests are being made which point up the importance of lubrication and design. In experimenting, researchers have found that a different oil additive improves lubrication. In the past, much of the oil used by the railroads became thin under ordinary operating conditions, resulting in metal to metal contact between bearing and axle. They have also designed a new alumimum bearing, approximately ⅓ the weight of a conventional bronze bearing, which is not as likely to cause "copper penetration" in a steel axle or journal.

A total of 25 new Alco diesels, including 1600 hp. units scheduled for freight service, operate on the Pacific Railroad of Mexico.

3 *Does the Southern Pacific still own the Pacific Railroad of Mexico?*

No. Although the road was built in the early 1900's and owned by the SP, it was bought by the Mexican National Government in 1951. Recently that government has embarked upon a modernization program designed to rehabilitate the entire line. The International Bank of Reconstruction has made a loan of $61 million toward the overall $80 million expense estimate. As a starting point, eight new 1600 hp diesel locomotives (6-motor, road-switcher type units) have been delivered by Alco from the Schenectady shops to the railroad's northern terminus at Nogales, Arizona.

These recently made plans include the relaying of almost the entire 1,200 miles of track, repairing of bridges and other right-of-way structures and installations, replacing all motive power with diesels, the purchase and repair of rolling stock, and modernization of the road's entire communications system. In addition to opening up the vast agricultural region, through which it runs, the Pacific Railroad could serve as a vital link in hemispheric defense.

4 *What does the word "Talgo" stand for?*

This name was adopted for the new type of Spanish train which has already been introduced in America. T stands for *tren* (train); A for *articulado* (jointed); L for *ligero* (light); G for *Goicoecheo,* the Spanish inventor; and O for *Oriol,* the Spanish family backing the train. The lightweight streamliner, so revolutionary in design, is the talked-about model for the train of tomorrow.

5 *Where can I get a complete roster of the New York Central in the days when steam was king?*

The May through August 1940 issues of *Railroad Magazine* contained this complete roster. None of these copies is now available, but requests for them, including the price the reader is willing to pay, can be printed in our *Switch List* department. Old copies of this magazine may also be obtained from second-hand magazine shops and from Grahame Hardy, a prominent dealer in railroadiana, Carson City, Nevada.

6 *Are whistle posts still used on any roads? What did they look like?*

We don't know of any left in the U. S., but there are such posts on the Sydney & Louisburg Ry. in Nova Scotia. Whistles became standard locomotive equipment in 1836, and it is reasonable to assume that whistle posts were designed shortly thereafter. Placed at danger points and busy traffic centers, they were simple but effective safety devices. A large letter W, painted on the post, identified it. Below this was painted a series of long and short lines, indicating the appropriate whistle blasts.

7 *What interurban railroads were abandoned during 1953? What interurban road has the newest equipment exclusive of the self-propelled Budd cars?*

Abandonments in 1953 included: Cedar Rapids & Iowa City, May 29; Pittsburgh Railways, Washington line, August 29; British Columbia Electric Ry., New Westminster & Burnaby Lake routes, October 23, Short stretches of the old Pittsburgh lines and the BCER's New Westminster route remain in operation as part of the local trolley systems.

The end-door PCC cars, which the St. Louis Car Co. built for the Philadelphia Suburban Transportation Co., are among newest equipment for interurban lines, and have been in service since May 15, 1949, The latest non-PCC semi-streamlined trains have operated on the Illinois Terminal since October 18, 1948.

8 *I recently saw a boxcar with the name "Manufacturer's Railway" painted on it, and would like to get information on this line.*

You will find it listed in the *Official Guide*. The company handles river transfer service between St. Louis, Mo., and East St. Louis, Ill., as well as terminal and switching service in St. Louis. It has connections with large roads operating in the St. Louis area. Mileage for the road is 42.2.

9 *What are the duties of a roundhouse foreman?*

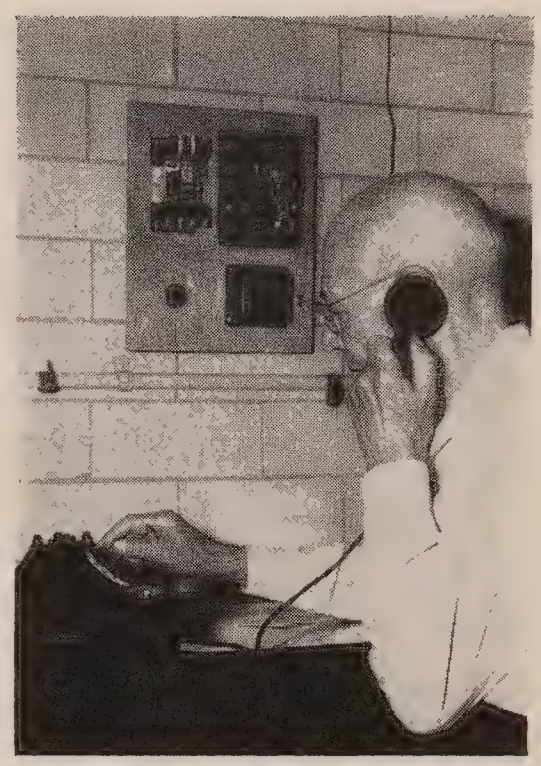
The duties vary on different roads. As a rule, he supervises the repair and maintainance of motive power in the enginehouse, and is also in charge of the crew call-board for his district. Since dieselization, the title of roundhouse foreman on some roads has been changed to enginehouse foreman.

10 *What is the dialing communications system used to control diesel locomotives?*

This new device, known as "dialing a diesel", was installed recently by the New York Central on its affiliate line, the Pittsburgh & Lake Erie. The system enables operators in shops and at control points to start an engine connected to a plug-in station anywhere along the line. A flash sign in the office of the operator indicates the water condition of locomotives which are out of service some distance away. It is possible then to dial the code number of the engine, and start or stop her, as the situation demands. The man at the controls has constant supervision over all such engines, and can, through the communications contact, prevent freezing, overheating, and unauthorized movements.

Atlantic Coast Line

Original roundhouse foreman's office on Atlantic Coast Line at Lakeland, Fla., was simple frame building, twice replaced by larger and more modern structures.



New York Central

"Dialing a diesel" is new communications device for control of engines from distant shops.

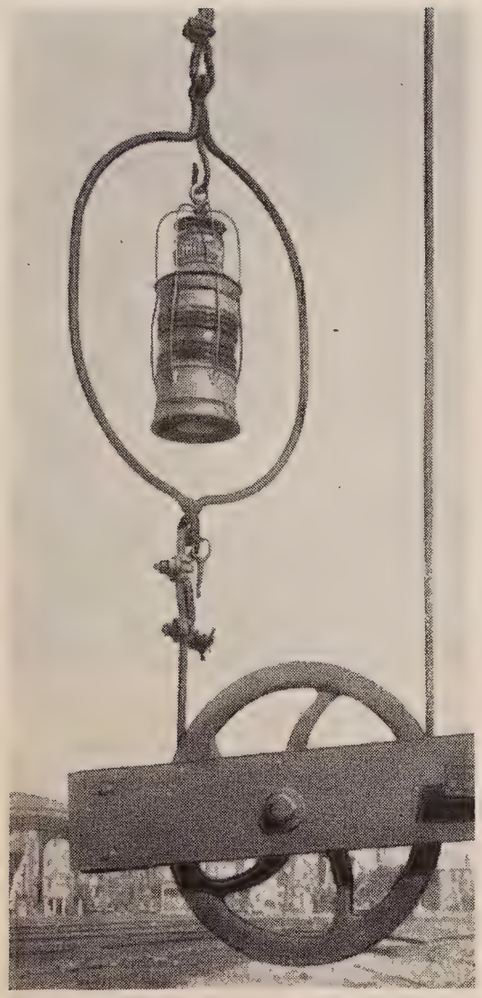
11 *Is it still possible to get steam locomotive parts? If so, where?*

Inasmuch as some steam locomotives are still being built, parts for them would necessarily be available. You might query the builders who are now handling orders for roads which continue to use steam power.

12 *I would like to have information on the battery-propelled cars used on the Central Vermont. Also, what has become of the road's 700 class engines?*

There were two storage battery cars in service on the CV. No. 144 was purchased in May, 1924, and operated on the Southern Division, with its terminal at Palmer, Mass. It was converted to gas-electric in 1927, and used between Brattleboro, Vt., and New London, Conn. In 1932, it was involved in a head-on collision with engine 468 near Yantic, Conn., and was damaged beyond repair.

No. 145 battery-car was also bought in May, 1924, and operated between St. Albans, Vt. and Richford, Vt., and St. Albans and Rouses Point, N. Y. Converted to a trailer car, it was renumbered 153 in October, 1929. Eleven years later it was again converted, this time to a baggage car, and renumbered 151. After four years of service in this



Richard D. Fullerton

Lantern is now used instead of ball in old Boston & Maine signal which guides switch traffic.

capacity, it was demolished in an accident at New London.

As for the 700 class locomotives, three are still in service. One is stored in tallow, and six of these old steamers are being scrapped.

13 *Is the "ball type" signal located at Nashua, N. H. on the Boston & Maine still in service? What kind of traffic is handled at this point?*

Yes. This signal, located west of the Union Station at the diamond crossing of the Hillsboro Branch and the former Worcester Line, is, however, no longer technically a ball signal; the ball has been replaced with a red lantern. The Hillsboro Branch now has only freight and switching service, and the former Worcester Line has only local switching operation. With the red lantern at the top of the mast head, trains on the Hillsboro Branch may cross the Worcester Line and move to and from the freight house. Absence of the red lantern at the top of the mast, allows movement across the diamond on the Worcester.

This old type of signalling was used on many roads to govern movements at locations where there was no interlocking protection. Although there are several installations of ball signals still in service on the B&M, which range from two to five ball types, the signal at Nashua is the only one-unit type in service on the road.

14 *I was much interested in the article on Casey Jones in your November issue, and wonder what happened to Casey's famous whistle.*

This whistle was sent to Casey Jones' widow, living at Jackson, Tenn. She loaned it to her brother, an engineer on the Gulf, Mobile & Ohio, who used it until he retired some years later. In 1949, Mrs. Jones gave the whistle to Howard E. Robertson, Box 11, Bonne Terre, Mo., who permitted it to be placed on Missouri Illinois engine No. 7 so that recordings could be made of it. The old whistle is now on display at the St. Francois County Road Club, located in the Missouri Illinois station at Bonne Terre.

15 *What are "cat-whiskers?"*

Used on clearance cars, they are adjustable metal feelers placed along the outline of the top and sides of the car. As the car moves, they are used in measuring the clearance of tunnels, overhead bridges, truss bridges, retaining walls, cut banks, and other potential obstructions. Thus accurate space measurements may be recorded, and dimensions of freight loads determined.

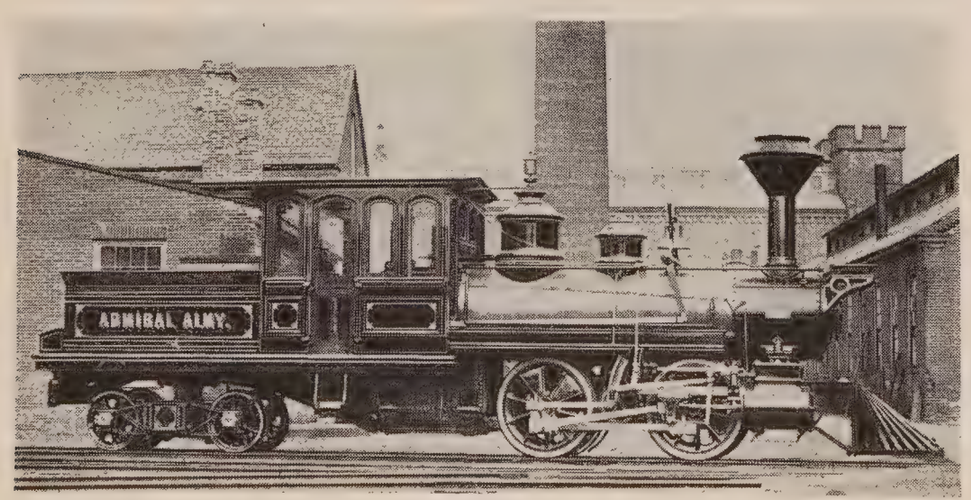
On the Western Pacific, for example, the clearance car is a P-68 passenger type, divided into five compartments. The head or front part is the template room where all instruments are kept. This room is equipped with an observation dome for inspection of overhead structures and tunnels. In a recording room, measurements are plotted on the clearance diagram, and notations made by crew members of any unusual conditions or extremely close-space areas.

Running Extra

Our recent item on stub switches prompted C. W. Lundquist, 99 Christopher St., Montclair, N. J., to write us of several such switches he saw last summer. One was located, he reports, on the Canadian National, about 100 feet off the main line at Maccan, Nova Scotia, and others at the St. Paul Street Station on the Quebec Railway Light & Power Co.

Our correspondent adds that later, on a trip through the Midwest, he ran across and was intriqued by the unusual operation of the switch standards on the Petoskey Division of the Chesapeake & Ohio. These were equipped with a small semaphore arm which remained at a 45 degree upper quadrant angle when the switch was lined for the main stem, and which dropped into a horizontal position when set for a siding.

Mr. Lundquist tells us also of the installation of an automatic signal in Monticello, Ind. Here, where the Pennsylvania crosses the Monon at grade,



Thomas T. Taber Collection

Gleaming *Admiral Almy* engine was pride of New York & Manhattan Beach Railway in late 1870's. Here she poses at builder's plant.

the only spot at which the signal could be placed so that it would be visible was the middle of a busy street. Before the installation could be made, a permit had to be obtained from the local police.

Not long ago we published a picture of engine No. 9, the *Charles H.*, which once ran on the Lake Street Elevated in Chicago, and which is now rusting in retirement in Texas. A. F. von Blon, Jr., 3621 Windsor Ave., Waco, Texas, who took the picture, writes us that a fund has been started by those interested in saving this old locomotive from the blow-torch. If enough money is raised, says Mr. von Blon, plans will be made to restore the engine and preserve the Forney type as a remembrance of yesterday. Perhaps some of our readers would like to help.

Stockton Terminal & Eastern's engine No. 1, now in "Travel Town", Los Angeles, was mentioned in a recent issue. E. H. Charlton writes us that this 4-4-0 was built in 1867, and was in both freight and passenger service until 1953. He adds that 87 working years is a great record, and asks if anyone knows of any engines which have topped it.

A number of readers have written us expressing interest in Alco's new DL-600 diesel unit, described in this department. One diesel enthusiast calls our attention to the new Fairbanks-Morse engine which is similar in design. A 12-cylinder, 2400 hp unit, she is also used for heavy-duty freight, passenger, and switching service.

We are getting reports from readers on Railway Post Office lines not mentioned in our recent items covering the subject. H. L. Hampton, 69 W. Hazelwood Ave., Rahway, N. J., says that the Belfast & Moosehead Lake has a 33-mile RPO route between Belfast and Burnham Jct., Me. The work is handled by one man, who is responsible for pickups and deliveries on two round trips a day. The car used is No. 73, originally Bangor & Aroostock's 563.

Western Pacific

Clearance car on the Western Pacific. Moveable rods look like cat whiskers as they reach beyond body of car to measure space between train and tunnels, bridges and other structures.

Smooth-running PCC cars are impressive addition to Montreal transit system. On the left, car No. 3504 is seen arriving at its terminus near McGill Street interurban station. On the right, a closer view of sister car No. 3500 shows detail of modern design.

MONTREAL CARWAYS

The Trolley Is Still King in This Great Canadian City

Which Boasts Gilded Chariots as Observation Cars

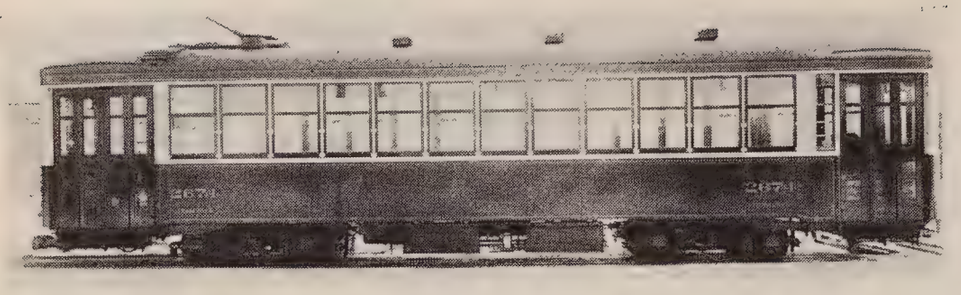
by A. F. DAY

WOULD YOU LIKE to see trolley cars swarming like bees down the streets? Well, you can, in Montreal, Canada—streetcars passing you every twenty-four seconds.

And would you like to ride in an extraordinary streetcar? You can do that too, in Montreal. We did. Waiting for it at the corner of St. Catherine and Peel streets, we watched its approach with a mild feeling of unbelieving amazement. You might say that here was something out of fairyland, for, gliding toward us—with regular streetcars clattering before and after it—was a shining gilded coach. It had no roof, but a gleaming ornamental rail ran around it. Its seats, crowded with people, rose in steps from the front, so that it looked a little like a grandstand on wheels. At the rear was a sign, "Observation Tour—Voyage Observation," in French and English, like most signs at Montreal, the largest bi-lingual center in the world. We waited.

When the car stopped, we got on at the rear, gave the conductor on the platform the fifty-cent fare, climbed up the stairs, and found seats in the back row. The car rolled into motion, and we were off on a ten-mile sightseeing trolley trip through the streets of Montreal and

Along busy St. Catherine Street, the stream of streetcars is an important part of flow of traffic. Despite the city's many hills, electric cars have operated successfully since 1892.



Older trolley cars, still in use, have long routes, the result of the city's growth. In the future, Montreal will have a subway line.

around the mountain that gives it its name—Mt. Royal, an extinct volcano that arises 693 feet above the St. Lawrence River and the city.

Montreal is an island, thirty miles long and from seven to ten miles wide. The mountain gave the streetcar lines a lot of trouble. In order to get from one part of town to another, they had to go around it, and generally over some pretty hilly ground.

An hour and a quarter later we were back where we started. The car came to a halt and we got off.

Montreal has two of these sightseeing routes, East and West, and each has two of these observation cars in operation between May and October. They've been a feature of the city for nearly half a century. D. E. Blair of the Montreal Transportation Commission is the man responsible. When he visited the Chicago World's Fair in 1893, he saw similar cars in use there, liked the idea, and, on his return to Montreal, developed his own design. Two were built in 1905 at the Youville Shops and two more in 1924. Their seating capacity is fifty, and their overall-length is forty-eight feet.

Montreal is a city of history, but it was the streetcars we noticed most of all on the tour and afterward. They passed us constantly, with their covered bank lights in front, so unlike the single headlight you see in the United States.

Public transportation in the city dates way back to 1861 when six miles of track were built for eight small horsecars. The population then was 101,000. Horsecar service lasted thirty years, but in severe winter weather, horse-drawn sleighs were used.

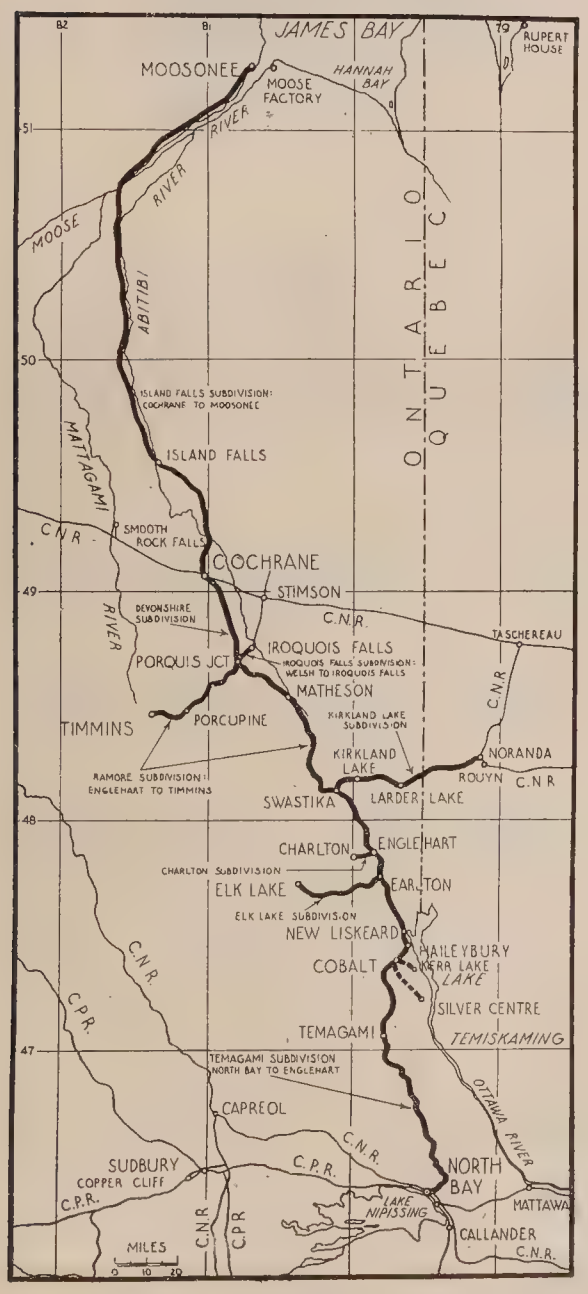
In 1892, Montreal began operating electric streetcars along thirteen miles of track. By that time the population had grown to 260,000. Many Montrealers said that electric streetcars could not possibly operate there in winter. With the exception of Leningrad, Russia, no other city in the world of Montreal's size has as great an annual snowfall. Montreal's sixty-two-year average is 115 inches. But these skeptics were wrong. Electric trolley cars proved to be a big success, and

(Continued on page 72)

Shining gilded chariot. This open observation car is a familiar sight during Montreal summers. Sightseers are taken on a ten-mile tour through sprawling city proper as well as around famous Mt. Royal.

Paul Ziegler

Above these 1600 hp. road switchers curls a smudge of exhaust reminiscent of the steamer's trail of smoke.



Locomotives of the ONTARIO NORTHLAND

IT IS NOT SURPRISING that the Dominion of Canada, which boasts a nationalized railway system in addition to the Canadian Pacific, should have within its boundaries the Ontario Northland that is publicly owned by one of the provinces, Ontario.

The province undertook to build this railway more than fifty years ago, mainly for three reasons: (1) Ontario Government surveys made in 1900 had disclosed extensive stands of valuable timber, large areas of arable land, and the possibility of mineral deposits, and (2) a group of settlers, isolated at the head of Lake Temiskaming, had for years been demanding railway service, but (3) at that time no existing railway company would venture into what was then generally regarded as rough and unprofitable country.

In 1902 the Ontario Legislature passed an act that called for building a railway to be known as the Temiskaming & Northern Ontario, and on May 10, that year, ground was broken for it.

The line was completed as far as New Liskeard, 60 miles, and turned over to the T&NO Railway Commission to operate. As work progressed, the discovery of deposits of cobalt, silver, gold, and other minerals brought on a period of expansion for Ontario.

Finally, on July 15, 1932, the T&NO was completed to Moosonee, making a railway system 440 miles long—a system of which the province may well be proud. This system has kept abreast of the best railway practice and, indeed, in some respects of railway betterment it has led the way.

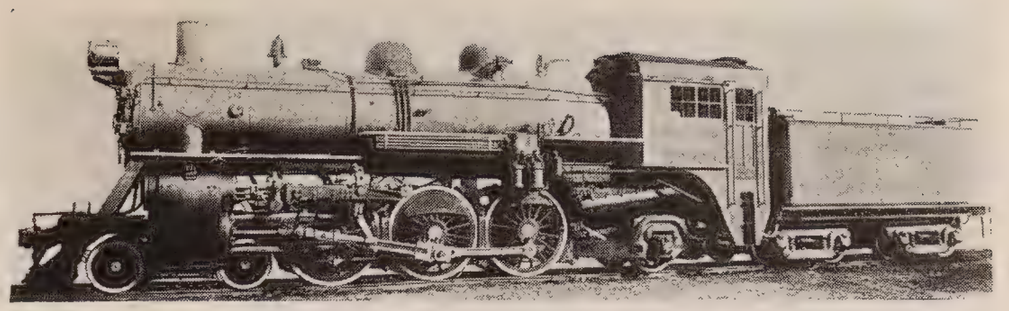
The road's name was changed in April, 1946, from Temiskaming & Northern Ontario to Ontario Northland to avoid confusion with a Southern Pacific unit having the same initials, the Texas & New Orleans.

The ONR now includes the Swastika-Noranda line of the Nipissing Central, the electric operation of this subsidiary having been abandoned years ago. The ONR Transportation Commission also operates steamboat service on Lake Nipissing and the Temegami chain as well as a motor bus service paralleling the main line, and replacing passenger service on three branches.

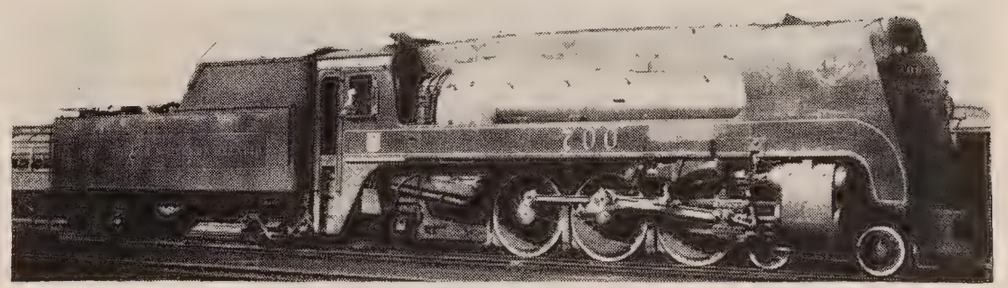
ALL-TIME MOTIVE POWER ROSTER OF THE ONTARIO NORTHLAND

STEAM LOCOMOTIVES

Road Numbers Original	1935	1940	Type	Date	Builder	Tractive Effort	Cylinders	Drivers	Engine Weight	Status
1(101)			4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
2(102)			4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
3(103)			4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
4(104)			4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
105			4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
106			4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
107			4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
108			4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
109			4-4-0	1892	Pittsburgh	13,240	17x24	68	88,500	scrap
110			4-4-0	1892	Pittsburgh	13,240	17x24	68	88,500	scrap
111	111		4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
112	112	100	4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
113	113	101	4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
114	114		4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
115	215		4-6-0	1907	Montreal	25,740	19x24	57	145,000	sold
116	216		4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
117	217		4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
118	218		4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
119	219		4-6-0	1907	Montreal	25,740	19x24	57	145,000	sold
120	220		4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
121	221	200	4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
122	222	201	4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
123	223	202	4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
124	224	203	4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
125	225	204	4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
126	226	205	4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
127	127	102	4-6-0	1909	Kingston	23,379	19x24	63	150,200	scrap
128	128	103	4-6-0	1909	Kingston	23,379	19x24	63	150,200	scrap
129	229	206	4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
130	230	207	4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
131	231	208	4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
132	232	209	4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
133	633	600	4-6-2	1911	Kingston	30,422	21x28	69	203,100	scrap
134	634	601	4-6-2	1911	Kingston	30,422	21x28	69	203,100	in use
135	635	602	4-6-2	1911	Kingston	30,422	21x28	69	203,100	in use
136	636	603	4-6-2	1911	Kingston	30,422	21x28	69	203,100	in use
137	437	400	2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
138	438	401	2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
139	439	402	2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
140	440	403	2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
141(300)	300	300	2-8-2	1916	Kingston	45,530	25x30	63	258,040	scrap
142(301)	301	301	2-8-2	1916	Kingston	45,530	25x30	63	258,040	scrap
143(302)	302	302	2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
144(303)	303	303	2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
145(304)	304	304	2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
146(305)	305	305	2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
141	541	500	2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
142	542	501	2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
143	543	502	2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
144	544	503	2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
147(306)	306	306	2-8-2	1921	Kingston	50,600	25x30	63	261,800	in use
148(307)	307		2-8-2	1921	Kingston	50,600	25x30	63	261,800	scrap
149(308)	308	307	2-8-2	1921	Kingston	50,600	25x30	63	261,800	in use
150(309)	309		2-8-2	1921	Kingston	50,600	25x30	63	261,800	scrap
151	851	(800)	0-6-0	1906	Kingston	31,913	19x26	50	121,000	scrap
152	852	(801)	0-6-0	1906	Kingston	31,913	19x26	50	121,000	scrap
153	853	(802)	0-6-0	1909	Kingston	31,286	19x26	51	123,200	sold
150(154)	854	(803)	0-6-0	1909	Kingston	31,286	19x26	51	123,200	sold
155	955	900	0-8-0	1920	Montreal	42,570	23x28	53	208,500	in use
156	956	901	0-8-0	1920	Montreal	42,570	23x28	53	208,500	in use
157	757	700	4-6-2	1921	Kingston	36,493	23x28	69	250,500	in use
158	758	701	4-6-2	1921	Kingston	36,493	23x28	69	250,500	in use
159	759	702	4-6-2	1921	Kingston	36,493	23x28	69	250,500	sold
160	760	703	4-6-2	1921	Kingston	36,493	23x28	69	250,500	scrap
310	310	310	2-8-2	1923	Kingston	50,600	25x30	63	27,870	in use
311	311	311	2-8-2	1923	Kingston	50,600	25x30	63	27,870	in use
312	312	317	2-8-2	1924	Kingston	50,600	25x30	63	27,870	in use
313	313	313	2-8-2	1924	Kingston	50,600	25x30	63	27,870	in use
314	314	314	2-8-2	1925	Kingston	50,600	25x30	63	272,700	in use

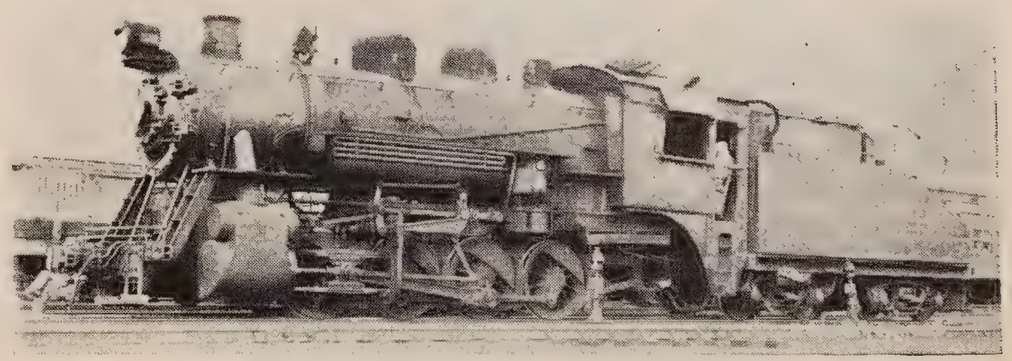


Canadian Locomotive Company's Kingston shops built this Pacific in 1921. No. 158 carries 12 tons of fuel, has a water capacity of 6500 Imp. gals.



John R. Lee

One of first Canadian engines equipped with a booster, No. 157, renumbered 700 in 1940, was later rebuilt, streamlined, and painted a dark green.



Paul Ziegler

This sturdy 8-wheel switcher took a break in the North Bay yards back in July, 1948. Built at Montreal in 1920, the 900 is still in use.

315	315	315	2-8-2	1925	Kingston	50,600	25x30	63	272,700	scrap
316	316	316	2-8-2	1925	Kingston	50,600	25x30	63	272,700	in use
	1100	1100	4-8-4	1936	Kingston	54,500	22½x30	69	371,320	in use
	1101	1101	4-8-4	1936	Kingston	54,500	22½x30	69	371,320	scrap
	1102	1102	4-8-4	1937	Kingston	54,500	22½x30	69	371,320	in use
	1103	1103	4-8-4	1937	Kingston	54,500	22½x30	69	371,320	in use

DIESEL-ELECTRIC LOCOMOTIVES

Road Numbers	Horsepower	Class	Date	Builder	Tractive Effort	Drivers	Max. Speed	Engine Weight
1200-1202	1000	B-B	1946	Alco-GE	34,000	40	60	230,000
1203	1000	B-B	1950	MLW-GE	34,000	40	60	230,000
1300-1301	1600	B-B	1949	Alco-GE	42,500	40	65	245,000
1302-1303	1600	B-B	1950	MLW-GE	42,500	40	65	245,000
1304-1311	1600	B-B	1951	MLW-GE	52,500	40	65	245,000
1500-1505	1500	B-B	1951	G.M.D.	40,000	40	65	258,000
1506-1513	1500	B-B	1952	G.M.D.	40,000	40	65	258,000
1514-1521	1500	B-B	1953	G.M.D.	40,000	40	65	258,000

Nos. 1200-1203 are Switchers; 1300-1311, Road Switchers; 1500-1521, Road A. Units.
Nos. 1300-1311 and 1500-1521 have train heat boilers.

SELF-PROPELLED CARS (all in storage)

Original	1939	Type of Car	Date	Builder	Car Weight	Rebuilt
1002	1000	73 ft. Gas-Electric Combination Car	1926	Brill	116,400	Rebuilt to Diesel-Electric car, baggage only, with 250 HP Cummings engine, 1939.
1000	1001	Storage Battery Combination Car (DE)	1924	CC&F	55,400	Rebuilt 1939 as combination trailer for 1000.
1001	1002	Storage Battery Combination Car (DE)	1924	CC&F	57,300	Rebuilt 1939 as first-class trailer for 1000.

This all-time roster, dated July 19, 1954, was supplied by J. W. Millar, Chief Mechanical Officer, ONR.

Tractive effort, cylinders, drivers, and engine weight details are for locomotives as originally built. Subsequent rebuildings by Kingston, Montreal, and North Bay shops have changed much of this data. Tractive effort is shown without booster. Engine weight is weight of locomotive less tender.

All locomotives retained the road number assigned them on their acquisition by the Temiskaming & Northern Ontario until the general 1935 renumbering, with the following exceptions: 1-4 were numbered as 101-104 in 1905 to initiate the general numbering system with the coming of 105-114; 150 (0-6-0) was renumbered 154 on Dec. 19, 1920, when 147-150 (2-8-2) were ordered; 141-150 (2-8-2) were renumbered 300-309 in 1929 when 141-144 (2-8-0) were ordered.

The first general numbering took place November 1, 1935; the second, still in effect, in December, 1940. At that time 851-854 were assigned numbers 800-803, but the locomotives were disposed of without having their numbers changed. No. 312 was renumbered 317 about 1943 following collision with 311 about 1938.

Locomotives 109-110, the only second-hand locomotives purchased by either T&NO or ONR, were bought in Oct., 1905, from the Pittsburgh & Lake Erie which had numbered them 48-49. Valve gears on 111-132 were changed from Stephenson to Walschaert between 1918 and 1922, and equipped with superheaters between 1918 and 1923; 133-136 were superheated when rebuilt by Montreal Locomotive Works in June, 1914; and 141-146 originally had Russian style cabs.

Nos. 150 and 157-160 (later 309 and 700-703) were the first Canadian locomotives equipped with boosters, applied when the engines were built. Boosters have since been removed from 159-160 (702-703). Valve gears on 306-307, 700-701 (formerly 306, 308, 157-158) were changed from Young to Baker in 1941 and 1942.

Nos. 700-701 (originally 157-158) were streamlined, painted green, given new AAR front ends, Baker valve gear, BK boosters, Elesco exhaust steam injectors, Barco power reverse gear, and tenders lengthened to give a capacity of 8500 gallons and 13 tons, in Dec. '40 and Jan. '41.

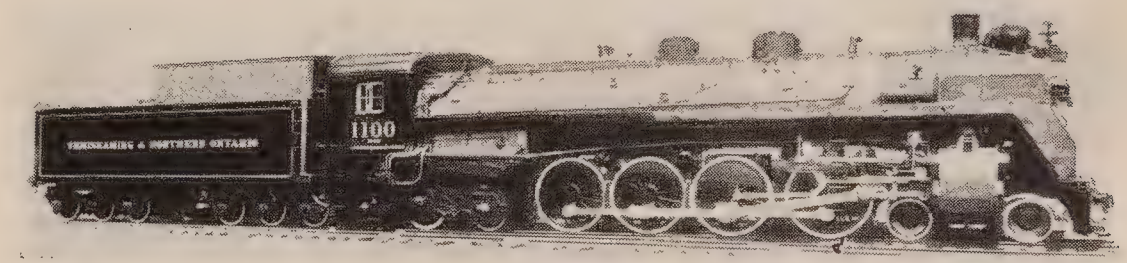
In June, 1929, T&NO, as ONR was then known, sold Nos. 101, 103-108 to the Canadian Equipment Co. Of these, Canadian Equipment resold No. 107 in June, 1920, No. 106 on Aug. 19, 1920, and No. 103 on June 9, 1921, probably to the contractor on the Welland Canal, Baldry, Yerburgh & Hutchinson to whom No. 102 had previously been sold, May 8, 1914; in July and Sept., 1920, Nos. 105 and 108 were resold as Nos. 10 and 11 to Roberval & Saguenay Rly., which has since scrapped both. Albert Great Waterways Rly. bought No. 104 on Aug. 19, 1920, and No. 101 on June 9, 1921, from Canadian Equipment as Nos. 29 and 30 and afterwards scrapped them.

T&NO also sold Nos. 119 (219) in Jan., 1938, as No. 219, and No. 153 (853) in June '41 as No. 853, to the Normetal Mining Corp., Normetal, Que., which resold No. 853 in 1946 to the Manitoba Paper Co., Pine Falls, Man. No. 115(215), sold as No. 102 to Mattagami Railroad, Smooth Rock Falls, Ont., in July, 1941, and No. 154(854) sold as No. 60 to Abitibi Power & Paper Co., Iroquois Fals, Ont., Dec. '41, are both still in active service.

Nos. 111(111), 114(114), 116(216), 118(218), 120(220), 148(307), 150(309) were scrapped in July, 1940; Nos. 109(109), 110(110) in Nov., 1949; and Nos. 117(217), 151(851), 152(852) in Dec., 1940. In Dec., 1947, Nos. 112(100), 123(202), 124(203), 126(205), 127(102), 129(206) were scrapped. At that time No. 132(209) was written off and put in storage in the North Bay shops. No. 128(103) was scrapped in April '49, and No. 1101 (1101) in 1951.

J. Norman Lowe

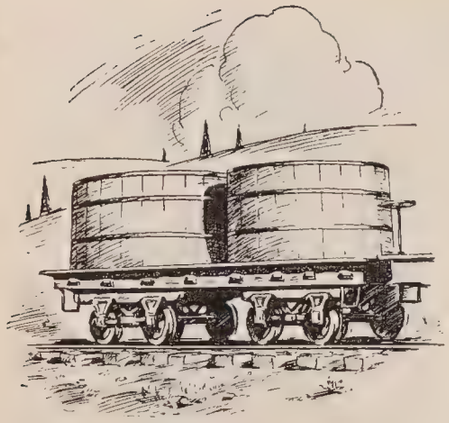
Once an old Brill gas-electric combination car, the 1000 was dieselized in 1939, along with its trailers, 1001-1002, one-time CC&F combination cars.



This 4-8-4, the 1100, came to Temiskaming & Northern Ontario in 1936 before she turned into the Ontario Northland. Engine is still in service.

Paul Ziegler

The 1508, outside General Motors' diesel power plant at London, Ont., in June, 1952, shortly after this unit, one of eight, was built.



Race With Flaming Death

TRUE TALE

by

DUFF BROWN

BACK in 1869 I was hogger on a mixed run of the Buffalo, Corry & Pittsburgh between Mayville Summit and Brocton, New York. The two towns are only ten miles apart, but the track between them is so crooked that you have to travel fourteen miles to get there by rail, and the grade, over the whole distance, is over forty feet to the mile.

About nine o'clock on the night of August 17, 1869, we reached the Summit with a train of two passenger coaches carrying between fifty and sixty passengers, six wooden oil cars loaded to their brims, and a boxcar containing two valuable trotting horses and their two keepers bound for a race in Cleveland.

A few minutes later, I got a signal from the conductor and pulled out for Brocton. We were under good headway, when I glanced back and saw that one of the oil cars in the middle of the train was on fire. I reversed the engine and whistled for brakes. Both the conductor and the brakeman jumped off, uncoupled the coaches which were on the rear of the train, and set the brakes to hold them on the grade, bringing them to a stop.

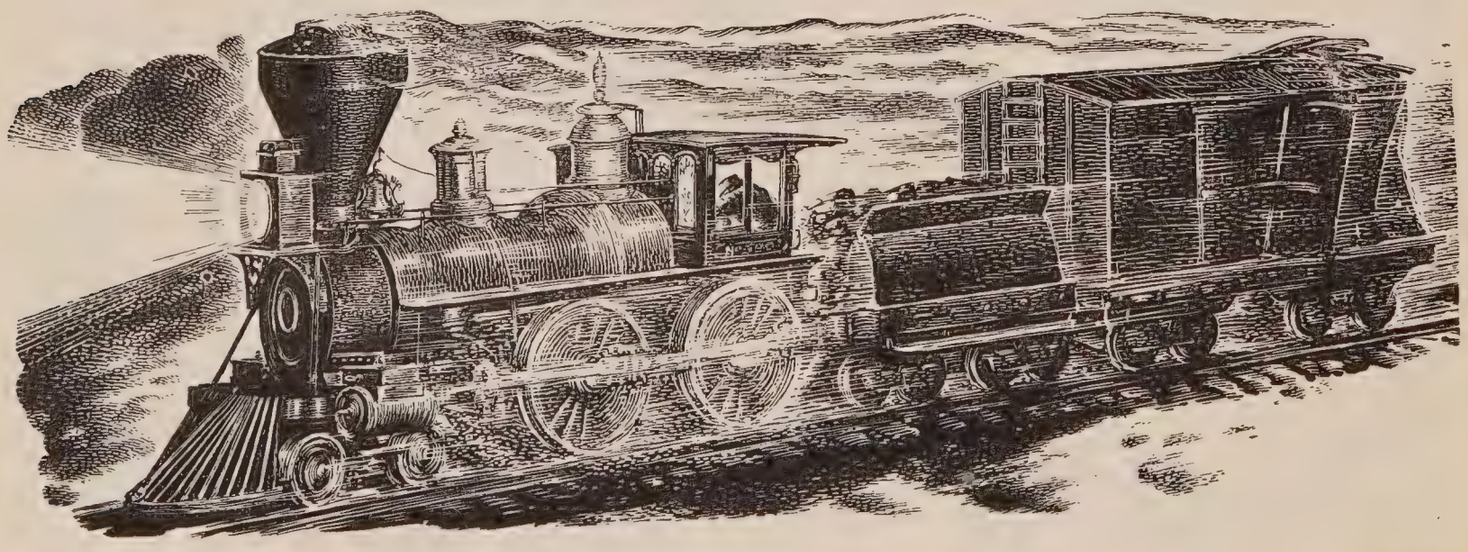
Assuming that the oil cars had also been braked, I called to the brakeman on the boxcar just behind us to draw the coupling pin separating that car from the head oil tank, and backed up to take up the slack. What I had in mind was to run far enough away to save the boxcar and the locomotive.

When the pin had been drawn, I ran down the hill a piece to get out of danger. On looking back, I was horrified to see all six oil cars rolling after me with rapidly growing speed. Either the brakes had not been set or they had failed to hold. I didn't know which. But I did know that all I could do now was to make a run for it into Brocton, though at the speed we'd be obliged to take those sharp curves—twenty miles an hour was usual on them—the chances were we'd never get there.

When I saw those flaming cars—all six of them were on fire by now—racing toward me only a few rods away, I pulled the throttle wide open. But not soon enough. The oil cars caught me before I got under way, slamming with full force into the rear of the boxcar, smashing in one end of the car and knocking the horses and their keepers flat on the floor.

The heat was almost unendurable. No matter what I did, I couldn't put more than thirty feet between the pursuing cars and ourselves. By the light of the firebox as my fireman opened the door, I saw the face of one of the keepers in the boxcar. He had climbed up on the grate opening. He begged me, for God's sake, to give the engine more steam.

I was giving her all the steam she could carry. The grade itself was enough to carry us down at fifty miles an hour. Every time we hit one of those curves the old girl would run on just about one set of wheels. Why in the world she didn't topple over is something I'll never understand. Maybe the speed kept her on the tracks. Anyway, it was as if she realized it was a race between life and death, and she struggled desperately to save us.



The night was dark, and the railroad ran through woods, deep rock cuts, and along high embankments. We thundered along through them at lightning speed, with that hell on wheels only a few feet behind us. Those wooden tanks contained at least 50,000 gallons of oil, and with the rush of the wind against them they trailed a flying avalanche of fire three hundred feet long behind them. Flames shot nearly a hundred feet into the air, and the roar sounded something like a giant cataract. Now and then a tank would explode with the violence of a cannon, send a column of flames and pitchy black smoke mounting high above the cars. Burning oil scattered about in the woods, and small forest fires were springing up all along the track behind us.

At the speed we were making, it wasn't long before the lights of Brocton came into sight down in the valley. I was relieved. For a moment I thought we might even make it. Then I remembered that Train No. 8, the Cincinnati express, on the Lake Shore, was due at the junction about the time we would be there.

Our only hope all along had been that the switchman at the junction would think far enough ahead to open the switch connecting us with the crossover track and let us run in on the Lake Shore track where the grade would be against us and enable us to get away from the oil cars.

But now the switch would of course be closed for the express. Our last hope was gone unless the express were late or unless someone had enough sense to flag it down.

Just then my fireman and I saw the express tearing along toward the junction. In those next moments I lived years, waiting to find out whether we would reach the junction and get the switch in time for it to be set back again for the express. If we didn't, we would crash, and scores of people, passengers and crews, would be killed or injured.

"Good God," I said to my fireman, "what are we going to do?"

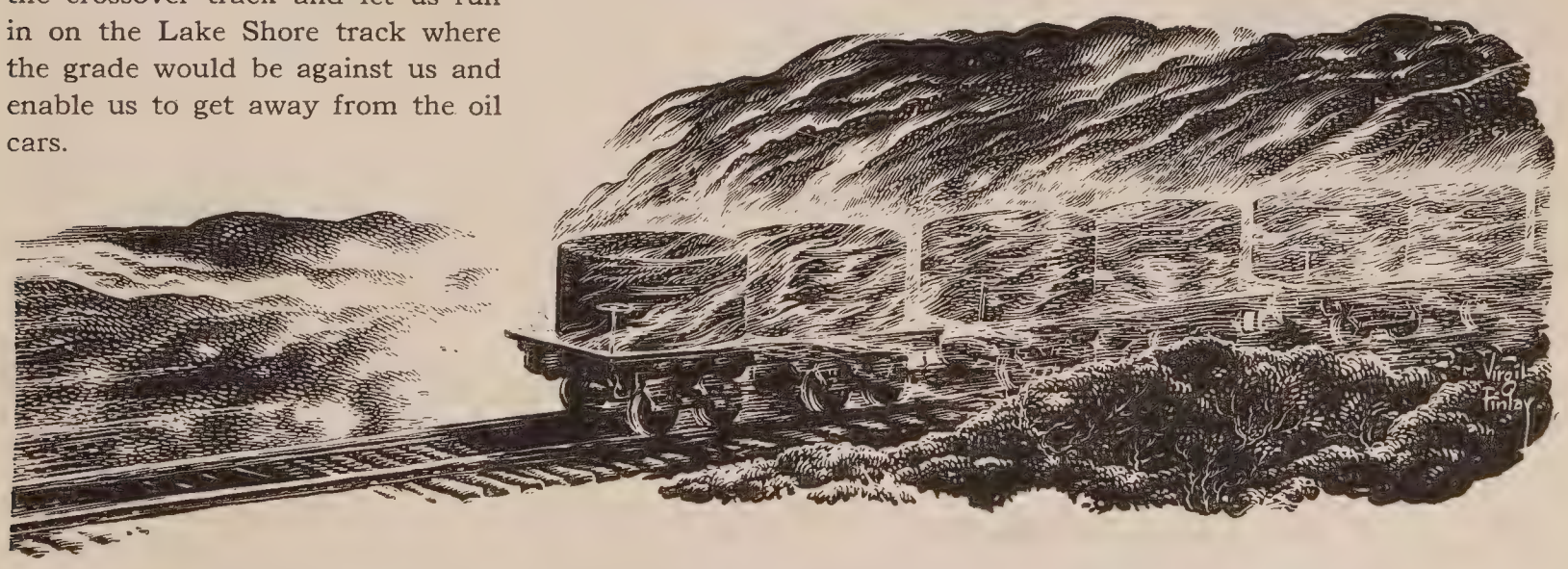
The fireman—he was a brave little fellow—said all we could do was whistle for the switches.

That whistle was one prolonged yell of agony, a shriek that seemed to tell us our brave old engine knew our danger and had her fears.

Neither the fireman nor I spoke another word. Then, the engineer on the express train, seeing us tearing down the hillside with that long trail of fire behind us, realized that only one thing could save us. He whistled for brakes and brought his train to a stop not over ten feet away from the switch points. The switchman now understood our signal and opened the switch. We shot in on the Lake Shore track and whizzed by the depot like a rocket. The burning oil cars followed us in. But the race was over. Their momentum carried the oil cars after us up the track for nearly a mile before they came to a stop. For three hours more they continued to burn, sending a pillar of smoke and flame high into the night sky. And then there was nothing left of the six wooden cars but a heap of smoking ruins.

When we finally brought the locomotive to a stop, my fireman and I were both so weak that we couldn't get out of the cab. The two horsemen in the boxcar behind us were unconscious, and the horses were ruined. But we were all alive.

And how long do you think it took us to make those sixteen miles from Summit to the spot two miles up the Lake Shore siding where we stopped? Twelve minutes—at a speed of eighty miles an hour! But those twelve minutes were the longest and most horrible I ever lived. *Duff Brown died in 1884, leaving the above true story of his most exciting experience.* ●



With a String of Blazing Oil Cars on our Tail, All We Could Do Was Run at Top Speed and Hope to Make Brocton

Give All Your Friends Carloads Of Railroading Thrills

Give 'Em the New RAILROAD Magazine

LOADED TO THE HILT with railroading thrills . . . jam-packed with railroading know-how . . . a year-long subscription to the new RAILROAD makes a most exciting gift for adventure-loving friends, relatives and neighbors.

THROUGH THE NEW RAILROAD your recipients will ride in the cab of crack diesels and smoky steam engines. They'll chuff up steep grades, swing across mountain trestles, highball it down flat river banks. Through the new RAILROAD they'll hear fabulous stories of the lines that blazed America's frontiers . . . get news of the latest railroading developments . . . find practical, down-to-earth tips on railroading as a career.

ONLY $3.00 PAYS FOR EACH GIFT SUBSCRIPTION after the first one (which can be your own new or renewal subscription) at just $5.00. What's more, the free gift card we'll mail to each person on your list is specially designed to reflect the spirit of your Holiday gift.

So don't miss out! Make sure both the gift card and the Christmas issue of RAILROAD arrives "on schedule." Detach special order form opposite this page and mail today. We'll pay air-mail postage. No need to send money now—we'll be glad to bill you later!

Special Christmas Rates

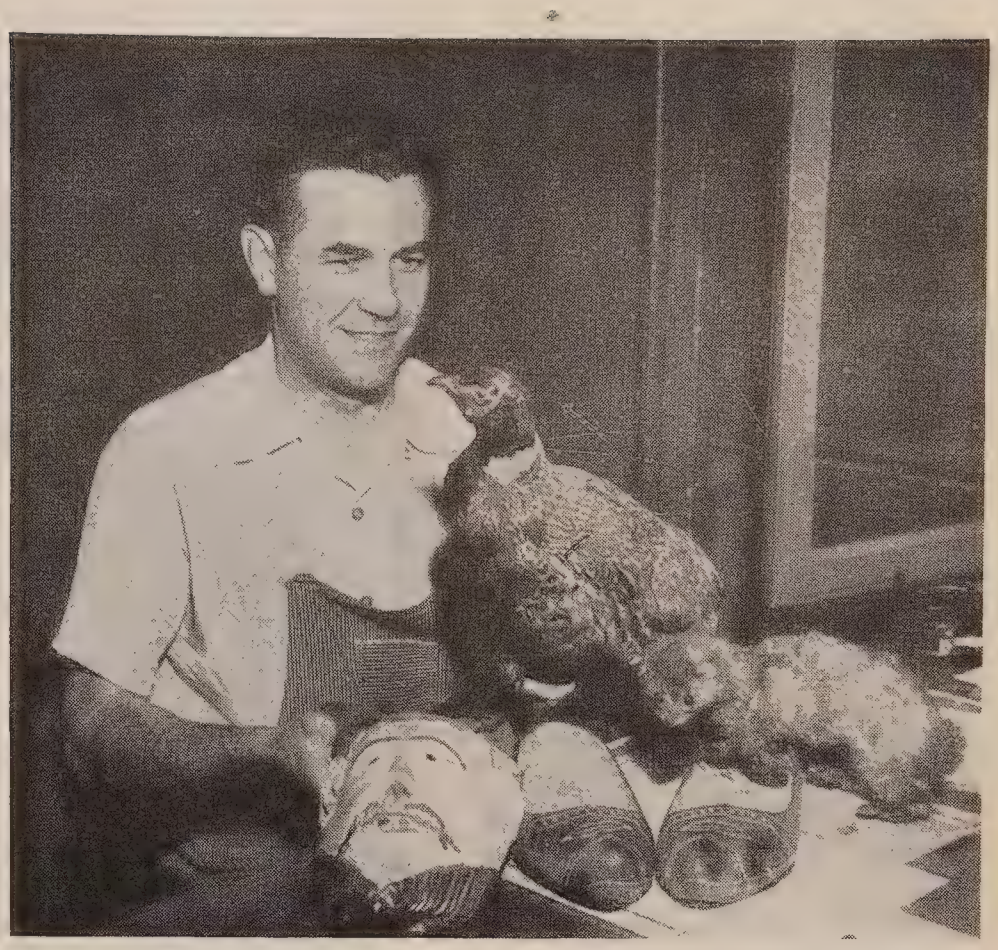
One 1-Year Subscription (Gift or Your Own).....$5.00

Each Additional 1-Year Gift Subscription Only.....$3.00

(Please Add $1.00 Per Year on Foreign Orders)

SUBWAY CURIOSITY SHOP

by J. F. WILKINSON



Mask, wooden shoes, stuffed weasel, mounted pheasant are all in a day's work for William Barbour of N. Y. transit's Lost Property Room.

THOUSANDS of weird objects have come into the hands of Daniel J. Duffy, the director of the Lost Property Room of the New York City Transit Authority, but nothing has been stranger than the urn of ashes found on a Brooklyn-bound subway train.

"It's inconceivable that a man would leave his wife's ashes on the subway, but there they are," said Duffy, pointing to an urn inscribed, *My Loving Wife, Ida.* "I'm breaking the rules every day I keep that around. We're supposed to hold an article for ninety days and then sell it at auction, but, after all. . . ."

New Yorkers lose more than 70,000 articles each year on the city's three subway lines, including about $30,000 in cash and 7,000 umbrellas. The Lost Property Room is probably the closest you can come in unromantic New York to Dickens' "Old Curiosity Shop." In Duffy's twelve years in the lost and found office he's received baby carriages, tuxedos, a human skull, dressed turkeys, revolvers, vacuum cleaners, a sword cane, telephones, the complete works of Mark Twain, bicycles, furniture—a collection limited only by what a person can carry through or over a subway turnstile. The largest item ever turned in was a bass violin, which was soon claimed.

Next to umbrellas, billfolds and handbags are most frequently lost by New York City straphangers. Billfolds have contained as much as $800 and as little as two cents. One man came to the Lost Property Room in a state of near-hysteria to claim a paper bag containing $2,000, which he'd absent-mindedly left on the seat. The office is able to return 80 percent of the lost money.

Monday is the office's busiest day. During the summer it brings a large collection of swim suits and cameras and in winter a big assortment of gloves and overshoes. The day after a rainstorm, umbrellas—mostly women's—rain in on the office.

While the Lost Property Room is reluctant to accept living animals, it seldom turns them away. From time to time the staff has cared for baby alligators, turtles, caged pigeons, hamsters, rabbits, and a sick canary. The canary died before its owner arrived. Daniel Duffy lays no claim to being a veterinarian, but does the best he can with lost pets.

According to Duffy, New York is the losingest city in the world. New York subway riders have proved that by losing such personal and seemingly indispensable items as false teeth, glass eyes, wooden legs, artificial arms, trusses, and crutches. In fact, the entire list would fill this whole page.

"About four hundred people lose their false teeth every year," said Duffy, displaying a box of assorted plates and bridgework. "These are the sloppiest things to handle. One guy came in for his teeth and couldn't identify them. He tried on several sets before he found the right ones. I was almost sick."

The articles lost in the subways are picked up by transit employes and civilians and deposited at sixty-five offices, from which they are collected late at night by the revenue trains and dropped off at the Lost Property Room in the Transportation Building in downtown Brooklyn.

There a staff of twelve men and two women begin sorting and identifying the articles early in the morning, to be ready when the telephones begin to ring shortly after nine o'clock.

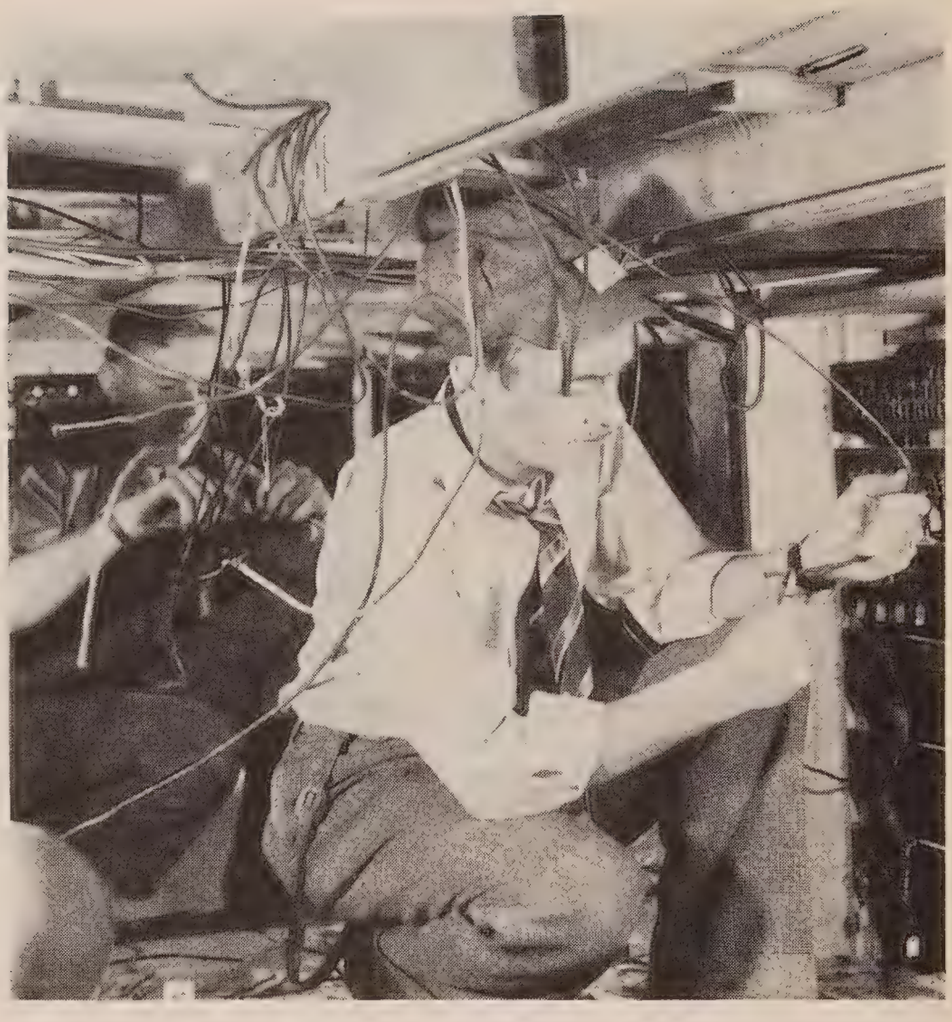
The office is able to return 45 percent of the lost articles to the owners. All objects unclaimed after three months are removed to a warehouse and sold at semi-annual auctions to the highest bidders. You should attend one.

Plywood

EMPIRE ROUTE

WIRING YOUR CIRCUITS

by PAUL N. WHITE



Members of N. Y. Society of Model Engineers set up signal board.

MANY NEWCOMERS to model railroading are surprised when they discover that wiring up the railroad is *not* the last thing that is done. On the contrary this phase of building a layout is carried through to its completion in the early stages of construction, certainly before scenery is started on. In fact, the proper time is right after all track, switches, and switch machines have been installed, together with whatever bridges and trestles are necessary to support the track. We still have to build and install a truss bridge, but, because we were anxious to get trains running, we built a temporary structure to carry the tracks which will be replaced with the Pratt Truss later.

The sooner you get everything hooked-up the quicker you can iron out any "bugs" that crop up on new construction. Also, you can carry out any necessary repairs without a lot of scenery or structures in the way. This chapter will describe in detail the wiring of the layout proper. The next will cover the portable control box and power supply for armchair operation. Great pains have been taken to make the wiring diagrams easily understood by even those who haven't the slightest familiarity with anything pertaining to electricity.

The wiring design for the Plywood Empire Route has been based on the following specifications:

1. All sections were to be remote control and seven switches have been designed to permit armchair operation. Local switches, those nearest the operator and governing all but main line operation, were to be controlled manually.

2. Because it is a compact layout, all tracks except the turntable stalls were to be continuously energized.

For portability, the remote control and power supply panel is to be a self-contained unit with an extension cable which is quickly plugged into the layout. There will be 33 wires in this cable, which you can yourself easily assemble into a home-made cable, and will contain 6 track feeders, 11 switch machine feeders, 13 pilot light wires, 3 spares for future station lighting, etc. Certain switches will be connected so as to work together for simplified operation, and the control panel will have pilot lights to indicate the "throw" of each electric-operated switch. The receptacle for the 33 wire cable is a Jones type S-333-AB; and the mating plug is a Jones P-333-CT. You can buy them both at any radio supply store. Make sure they fit, and, while you're at it, buy two 8-point solder type terminal strips and seven 6-point strips.

Your first job is to install the track feeders or wires that transmit the power to the rails. It is always best to divide your feeder supply into various sections. In our case we have three: Section 1—that which feeds the lower east loop, station tracks, turntable lead, one spur and part of the diagonal track; Section 2—that which feeds the lower west loop, part of the diagonal track and ascending grade to the upper level; Section 3—that which feeds the complete upper loop, upper station tracks and spur.

First cut a hole in the south side of the lower-level layout framework large enough to allow the Jones receptacle to fit snugly. Insert and screw down tight as shown in photo. Locate the two 8-point terminal strips adjacent to the receptable, beneath the layout. These terminal strips are for joining all switch machine common-return wires and all pilot light feeder wires. Use No. 20 plastic insulated wire for all connections

between the receptacle and track. We used red and yellow colored insulation on the wires—one running to the inside rails and the other to the outside rails. This color coding helps you quickly trace down circuits whenever maintenance is needed. Refer to track feeder diagram as often as necessary when making your connections. You'll find it best to cross out each circuit with a colored pencil as you proceed in order to be sure nothing has been overlooked.

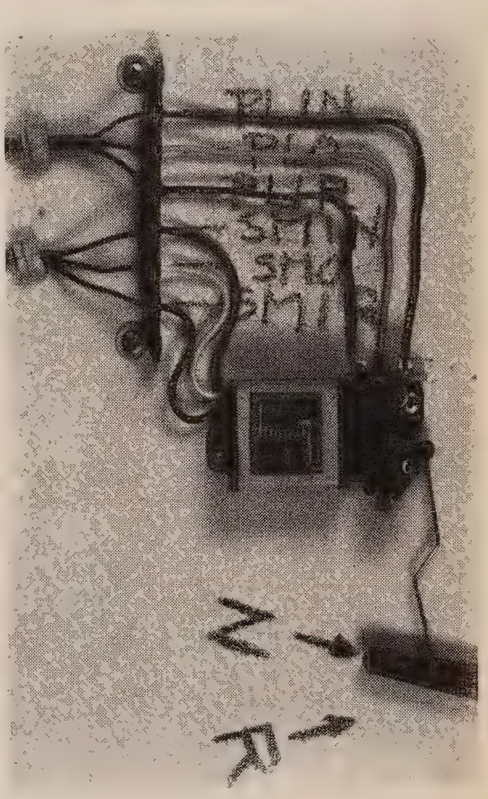
If you plan to spot some locos in the various sidings, you will have to install section breaks with SPST (single pole, single throw) switches across them. All sidings and station tracks are designed to be "hot" all the time (along with the main line tracks). We only plan to operate one locomotive, and no more, as the Plywood Empire Route is really a back-country road.

Track gaps are shown wherever you find two small parallel lines on the track. Simply cut the rail with a fine Zona saw and put a few extra spikes in place. It isn't necessary to insulate the gaps in a small pike such as this. If you had very long runs of rail, as in a large layout, it then would become a "must" because of the expansion factor of track in summer heat.

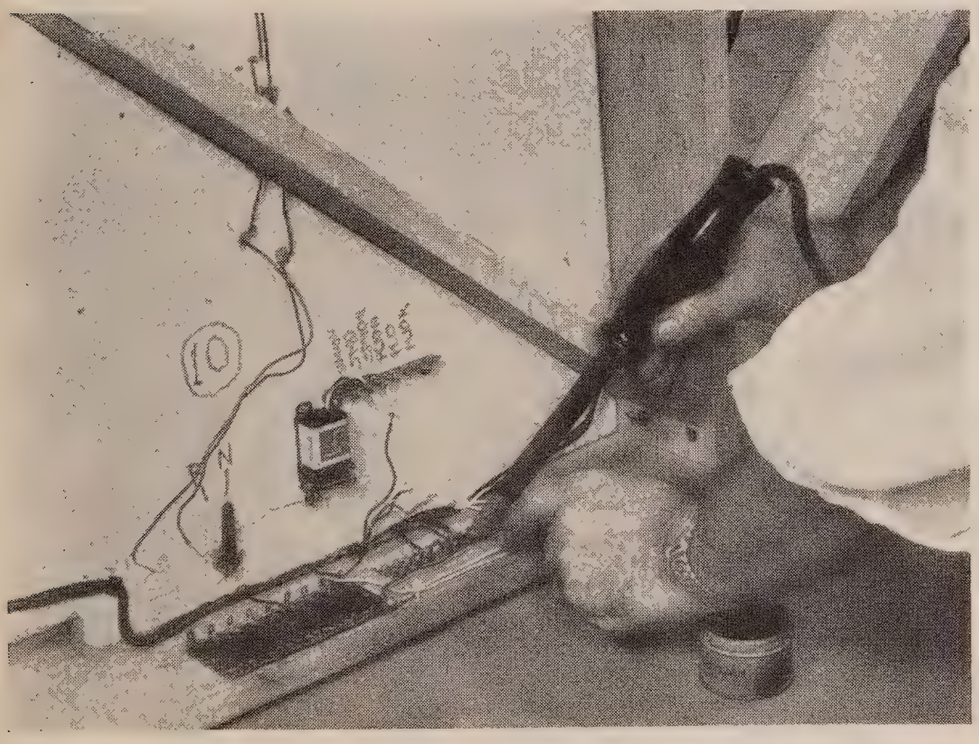
For a typical feeder connection refer to the wiring diagram. When soldering the wire to the rail, if you use the new type of plastic tie strips found on prefabricated track, be careful that you don't get the iron near the ties, otherwise they'll melt. Why the manufacturers offer this awful stuff instead of the sensible and far superior fiber tie strips I'll never know. With fiber ties you can complete a whale of a lot of soldering in one night because the fiber can take it. When all track feeders are installed in place solder the wires to the lugs of the receptacle. Neatness in forming and running the wires will pay big dividends when the time comes to connect the remaining switch and pilot light wires.

Switch and signal engineers describe switch positions as being either "normal" or "reverse". Normal means for straight through operation. And reverse is for the diverging route or curve. We abritrarily consider the right-hand route of a wye switch as being reverse and the left-hand as being normal. Therefore, on the underside of your tabletop you will want to mark the normal and reverse positions of the Windsor switch levers. This appears in one of the photos. Next mount a 6-point terminal strip adjacent to each switch machine. Using a soft pencil indentify the lugs as shown on wiring diagram. You will now want to determine which of the three wires on your electric switch machine is the common return wire and which ones throw it to normal and reverse. Use a transformer and some test leads to ascertain the right wires, then solder them to the switch lugs on the terminal strip. (Example: SM9N, SMO, SM9R).

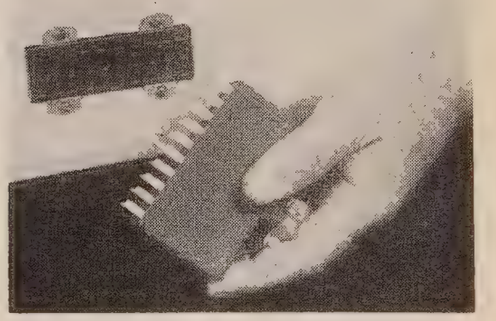
Using the same technique, identify which contact on the auxiliary contactor of the switch machine "makes" when flipped to normal or reverse positions. Connect these to the pilot light lugs on the terminal strips. (Example: PL9N, PLO, PL9R). When each switch machine is connected to its terminal strip and thoroughly tested for operation with your test transformer you can now connect all leads from the terminal strips to the Jones receptacle. After trying various types of wire we found that a 3-



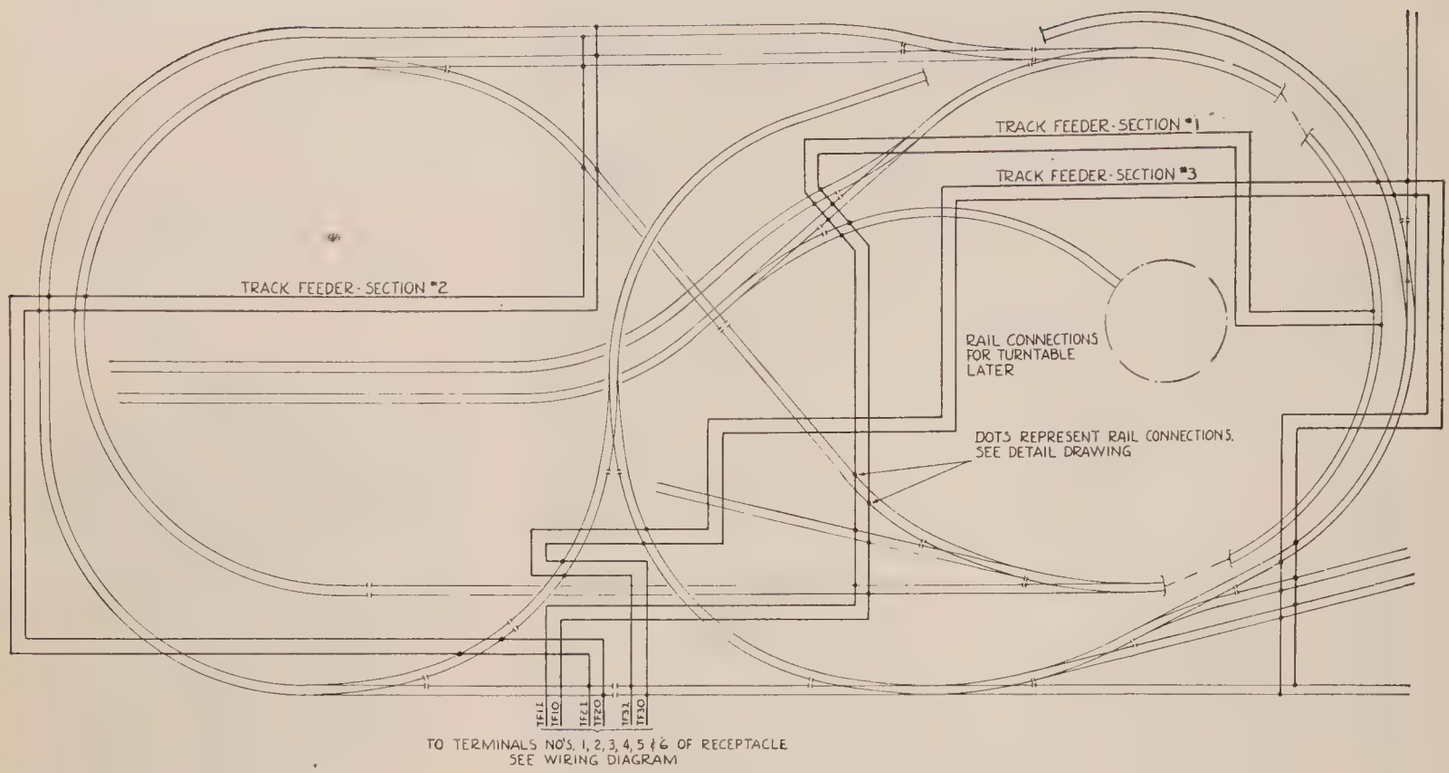
Typical switch machine hookup beneath layout. 3-conductor cable (left) leads to 6-point terminal strip. N and R indicate switch crank positions, avoiding needless confusion.



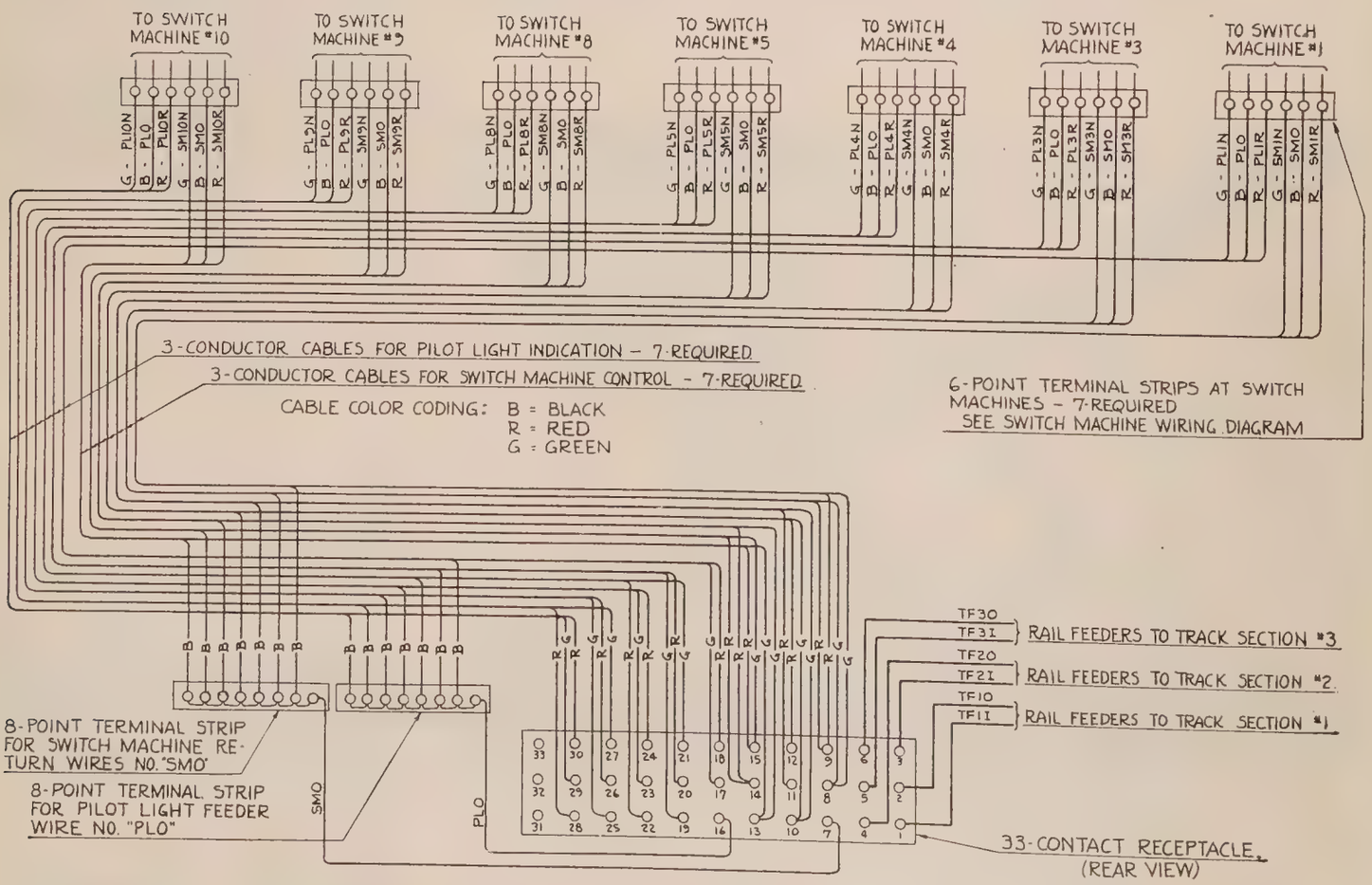
Solder final connection on reverse side of Jones 33 wire receptacle. Terminal strips at the left simplify wiring, ease detection of trouble. This is simple work for "electrician" fans.



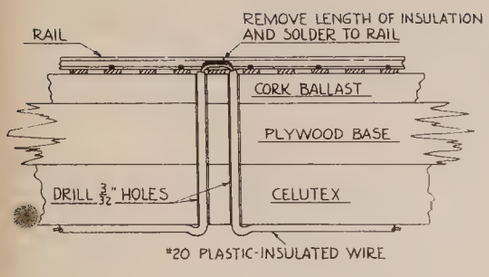
Jones plug (in hand, above) will carry home-made cable to remote control box for armchair railroading.



Track feeder diagram showing rail connections. Note that trackage is condensed into small space.


TO SWITCH MACHINE #10
TO SWITCH MACHINE #9
TO SWITCH MACHINE #8
TO SWITCH MACHINE #5
TO SWITCH MACHINE #4
TO SWITCH MACHINE #3
TO SWITCH MACHINE #1
3-CONDUCTOR CABLES FOR PILOT LIGHT INDICATION – 7 REQUIRED
3-CONDUCTOR CABLES FOR SWITCH MACHINE CONTROL – 7 REQUIRED
CABLE COLOR CODING: B = BLACK R = RED G = GREEN
6-POINT TERMINAL STRIPS AT SWITCH MACHINES – 7 REQUIRED SEE SWITCH MACHINE WIRING DIAGRAM
8-POINT TERMINAL STRIP FOR SWITCH MACHINE RETURN WIRES NO. "SMO"
8-POINT TERMINAL STRIP FOR PILOT LIGHT FEEDER WIRE NO. "PLO"
SMO
PLO
TF30
TF31
RAIL FEEDERS TO TRACK SECTION #3
TF20
TF21
RAIL FEEDERS TO TRACK SECTION #2
TF10
TF11
RAIL FEEDERS TO TRACK SECTION #1
33-CONTACT RECEPTACLE (REAR VIEW)

Wiring diagram for your overall layout shows connections at the receptacle and terminal strips.



Detail of loop-type connection, with outline of general plan.

conductor, vinyl-covered cable was the best to handle and cheapest to buy. It consists of three No. 22 wires with color coded insulation in a jacket. The wire we bought had black, red, and green coding. You can get this type of wire at most electrical supply houses (not hardwares) where they specialize in lighting fixtures, lamps, etc. Or you might try the radio supply stores.

For standardization we used black for the common return or feed wires; red for the reverse position; and green for normal position. This color coding is adhered to throughout every wiring installation on the layout.

Be sure to run the cables that *operate* the switch machines first. Note that all black wires don't run to the receptacle. They go to the 8-point terminal strips, where they are joined together by just one wire, which in turn runs to terminal lug No. 7. You can now connect up the pilot lights the same way. Note that all black wires are again joined by one wire which runs to terminal lug No. 16. Finally, not that a few of the red and green wires go to the same lug of the Jones receptacle. This is to permit throwing some of the machines simultaneously, which will be covered in the next chapter on remote or "armchair" control.

This armchair control gadget which we've dreamed up is a real honey—about the closest you can come to life-sized Centralized Traffic Control on a scaled-down pike.

The general scheme of the control system lies in a remote control cabinet which operates the railroad by means of a thirty-three multi-wire control cable—just what the doctor ordered for convenient, comportable operation. The cabinet can be placed anywhere in the vicinity of the layout—beside a comfortable sofa, or adjacent to the Plywood Empire Route itself for close supervision—making for just about the easiest and most enjoyable model railroading you're likely to find anywhere.

We're pretty proud of this feature, so be sure to be on hand next month for all the dope you'll need to build it. •

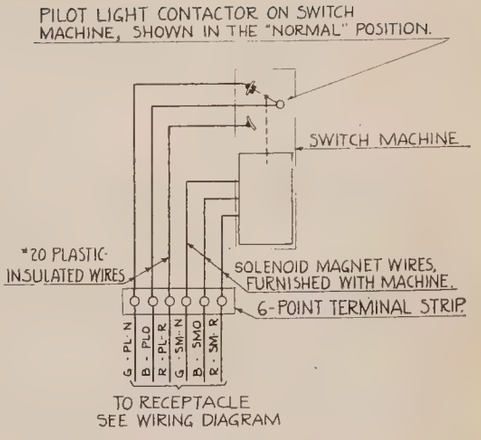

PILOT LIGHT CONTACTOR ON SWITCH MACHINE, SHOWN IN THE "NORMAL" POSITION.
SWITCH MACHINE
#20 PLASTIC-INSULATED WIRES
SOLENOID MAGNET WIRES, FURNISHED WITH MACHINE.
6-POINT TERMINAL STRIP
G - PL-N
B - PLO
R - PL-R
G - SM-N
B - SMO
R - SM-R
TO RECEPTACLE SEE WIRING DIAGRAM

Diagram of typical switch-machine wiring, with the pilot light contactor shown in "normal" position.

NEW GIFT IDEAS:

Lee Riders
Authentic Western Jeans

Lee Chetopa Twill
Shirts and Pants

THE H. D. LEE COMPANY, Kansas City, Mo.

How to say a
Practical
Merry Christmas

Give good-looking, long-wearing Lee clothes

Useful, appreciated, *every day of the year!* Handsome Lee work and play clothes look nicer, feel better, wear longer than ordinary clothes because they're tailored to fit *every* height and build, Sanforized to *stay* their size! Please every member of your family with practical Lee work and play clothes. Visit your nearest Lee dealer.

All Lee Garments Union Made—*Union Labeled!*

COPYRIGHT 1954

Lee
CLOTHES
FOR WORK AND PLAY

PIG TROUGH FOR A THIRSTY HOG

TRUE TALE BY JAMES B. DEEGAN

IT WAS one of those warm early-spring days, about forty-five years ago, when my crew and I were called out of Pennsy division headquarters at Oil City in northwestern Pennsylvania to make a unique run. It almost ended in all of us having to come back on foot.

It was a return trip, which for quite some time had been made only once a year. Its sole purpose was to hold the franchise on a spur line about seven miles long. If the company once failed to put a train over that line during the space of twelve months, the franchise was lost.

Furthermore, the New York Central was just waiting, even licking its chops, to get control of that right-of-way. Not only would that be a big start toward giving them a direct route from Titusville to Oil City, it would also put them on a competing basis with the PRR between these points. The end of the spur was less than three miles from Titusville, into which the NYC ran a branch line from Dunkirk, N. Y.

The engine we had that day was one of the smallest on the division, and we generally referred to them as "teakettles." Besides the cabin we had a camp car hauling a few members of the carpenter gang and some section men. Since we had three ravines to cross, it was their job to get out at each of them and build a temporary bridge. This was a quick make-shift job with a few timbers and a couple of rails. On the way back the bridges were torn out again. Why? Only thing I could figure out was that the PRR wanted to keep that spur looking as bad as it could.

Naturally, the track was in deplorable shape, since it got little or no attention from year to year. It branched off the main line at a point called "Pioneer." It was a miracle the teakettle wasn't on the ties before we got back. The engineer, Charlie Blissell, had to be constantly on his guard not to get raked across the face with brush or limbs. Our flagman that day was Marsh H. Nelson and our two brakemen, Frank E. Patchen and Edward Dunkle. I can't recall the fireman's name. As far as I know, all except Blissell are still among the living.

We had to stop at least half a dozen times and remove ice, sometimes as much as six inches thick, from the rail with pickaxes. Then again, in several spots where the hot spring sun had hit the hillside, mud had oozed on the rails, and we had to get rid of that too.

About half way up the spur line at a point called "Miller Farm," we made the surprising discovery that someone had drilled an oil well close to the track since the last trip was made. The derrick was partly on the track, and so we tore away enough of it to let us by, replacing it on the way back.

After about two and a half hours of creeping along, expecting a rail to turn over any minute, we came as close as we could to the end of the line. This was "Boughton." At the extreme end were stored twenty-five or thirty decrepit and crippled cars. The company probably thought it an ideal spot to bury them.

We didn't stay at Boughton very long. All our instructions called for was to make the run and return to Oil City. It wasn't so easy as it sounded. Keeping a locomotive from going onto the ties on that piece of rust was an accomplishment.

As we were about to head back to Pioneer, Blissell made the shocking discovery that the teakettle was almost dry. And the nearest water tank was about three miles north of Pioneer on the main track.

Blissell puckered up his lips and shook his head. "She'll have to have a drink soon, or I'll have to kill 'er," he said.

A number of other faces besides mine suddenly got long. The seven miles to Pioneer was a long walk! Although the spur and the main were roughly parallel there was about a half-mile between them, a wide creek ran between the two, and the nearest bridge was three miles away. Even if walked down to the main, we wouldn't know when a southbound freight would be along to pick us up so we could deadhead into Oil City.

We had other worries, too. This meant a light engine would have to be sent out of Oil City to drag the teakettle in. The "brass" was sure to request an explanation.

While each of us was racking his brain for an idea, I noticed Nelson seemed to be interested in something over on the hillside. He hastened over to the cab of the engine and gestured up at Blissell. "Don't pull the fire yet, Charlie," he said. "I got an idea."

Not far away was an abandoned sawmill. Several long planks were lying about. Down the track a short distance where the bank was high and straight up and down—even higher than the top of the tender—a fair-sized stream of water from melting snow was pouring over the edge of the bank from the long steep hillside.

Nelson told the rest of us what he had in mind. Patchen went to the cabin and got a hammer and a handful of spikes, kept there for emergency.

"If this works out we may not have to kill 'er after all," Nelson said to me. I caught on. Four of us went over to the hillside and the mill. We took two of the longest planks and spiked them together like a long pig-trough, but open at each end.

Next we damned up the stream near the edge of the bank. I gave Blissell a sign to back the small

"hog" down and spot it with the rear of the tender opposite of the stream. Time was fast running out on the locomotive's lease on life. Blissell held up three fingers. We all knew what the gesture was for. We had just that much time to get water in that tender.

The trough made of oak was heavy, but we managed to get one end in the small pool of water, the other on the opening into the tender. In two minutes the precious stuff was going in. Blissell kept his eye on the water gauge. We all breathed easier when the gauge eased a little away from that zero.

It took about three-quarters of an hour to get enough in the tender to take us back to Oil City. But the day was saved, thanks to the old sawmill and a brakeman's fast thinking.

Returning, we removed the bridges and had to move along at the same snail-like pace.

While I have on other runs shoveled snow into the tender in an emergency to tide the locomotive over for a few miles, this is the first and only time I ever took water off a hillside with an improvised pig-trough.

Anyway, it sure saved our bacon for that day and assured the PRR that the NYC couldn't lay a hand on that spur during the next twelve months. ●

Next Month's Waybill

STEWART HOLBROOK, author of a long list of best sellers, including *The Story of American Railroads*, offers his first *Railroad Magazine* feature, "James J. Hill's Great Adventure," a powerful word-picture of the founding of the Great Northern.

HAYWIRE MAC: true tale, "Service Letters."

LESTER C. HARLOW, authority on gas-turbine locomotives, tells about Union Pacific gas-turbines.

STEVE MAGUIRE: "A Roundup of the Last Remaining Interurban Lines."

TWO LOCOMOTIVE ROSTERS: the Northern Alberta and the Akron, Canton & Youngstown.

PLUS a full consist of good photos, fiction, popular departments, and the Plywood Empire Route.

MEAT CUTTING Offers YOU SUCCESS And SECURITY

In The Best Established Business In The World — PEOPLE MUST EAT!

TRAIN QUICKLY in 8 short weeks for a bright future with security in the vital meat business. Trained meat men needed. Big pay full-time jobs, year-round income, no layoffs—HAVE A PROFITABLE MARKET OF YOUR OWN!

LEARN BY DOING AT NATIONAL

Get your training under actual meat market conditions in our big modern cutting and processing rooms and retail department.

PAY AFTER GRADUATION

Come to National for complete 8 weeks course and pay your tuition in easy installments after you graduate. Diploma awarded. Free employment help. Thousands of successful graduates. OUR 31st YEAR!

FREE CATALOG—MAIL COUPON

Send now for big new illustrated National School catalog. See students in training. Read what graduates are doing and earning. See meat you cut and equipment you work with. No obligation. Send coupon in envelope or paste on postal card NOW! G.I. Approved.

NATIONAL SCHOOL OF MEAT CUTTING, INC.
Dept. AD-8 Toledo 4, Ohio

National School of Meat Cutting, Inc.
Dept. AD-8, Toledo 4, Ohio

Send me your FREE School catalog on National Training at Toledo in Meat Cutting, Meat Merchandising and Self Service Meats No obligation No salesman will call

Name ..... Age.....
Address .....
City ..... State.....
Approved for training Korean Veterans

KRUGER Pistol Bargain $3.00 post paid

.12 CALIBER — FULL PRICE!

Blue-black finish

FIRED BY .14 MG. POWDER CHARGE

Crafted after famous German Luger design. Not an air or CO_2 gun. This is a small bore gun that actually shoots .12 caliber lead bullets fired by light .14 mg. powder charge. Beautiful gun, swell for target shooting. 4" steel barrel in knurled styrene stock Overall length 8¾". Amazing low price due to ball and cap design, direct factory-to-you sales. Comes with 50 bullets. Send for extra bullets or available at stores. Money back if not satisfied.

SINGLE SHOT
Delivered free

KRUGER CORP., Dept. 8E, Kruger Building
2035 West Valley Blvd., Alhambra, Calif.
Please send . . . Kruger pistols, $3 each
Payment of $ . . . enclosed (No C.O.D.'s)
NAME..... CITY.....
ADDRESS..... STATE.....

THE PIPE SMOKER'S DREAM COME TRUE

Every Pipeful Proves . . .

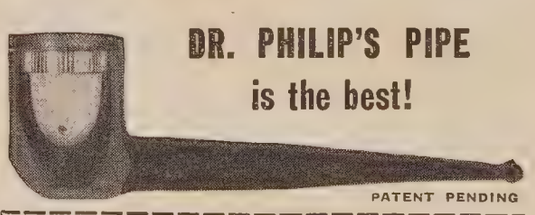
- NO BREAKING IN!
- READY-MADE CAKE!
- DOUBLE COOLING ACTION!
- CANNOT BURN THROUGH!
- FEATHER-WEIGHT!
- FLAT BASE, WILL NOT TIP!
- FINEST QUALITY IMPORTED BRIAR!
- INTERCHANGEABLE CERAMIC FILTER BOWLS!

The ideal pipe for the STEADY SMOKER and especially the NEW SMOKER. Smokes dryer, cooler, cleaner. Ceramic bowls are interchangeable. Each pipe comes with FOUR extra bowls!

SHORT SMOKE MODEL ONLY $4.50
LONG SMOKE MODEL ONLY 5.50
(Both come with four extra bowls)

If not satisfied that this is the most amazing pipe you have ever owned, return within ten days and your money will be refunded!

DR. PHILIP'S PIPE is the best!



PATENT PENDING

QUALITY AGENCY
Box 683 Grand Central Station, New York 17, N. Y.
Please send me postpaid . . . . Dr. Philip's pipe (s). I enclose $.....to cover the cost of the pipe I have checked below.

☐ SHORT SMOKE MODEL plus 4 EXTRA BOWLS @ $4.50
☐ LONG SMOKE MODEL plus 4 EXTRA BOWLS @ 5.50

NAME.....
ADDRESS.....
CITY.....Zone....STATE.....
(Sorry, no C.O.D.'s)

GOLDEN RAILROAD

(Continued from page 21)

miles out of Carson they crossed what is today U. S. 50—the rails are still in the highway—to come to Mound House, a flourishing junction town where freight and passengers changed to the narrow-gage rolling stock of the Carson & Colorado for the two-day trip to Owens Valley, most of it through absolute desert.

The grade from Mound House was precipitous, two and three per cent in places, and many heavy consists were doubleheaded there. The line followed an immense curve above American Flat before coming into Gold Hill over the famous trestle across Gold Canyon, and heading for Virginia City through three tunnels whose ruins can be seen to this day. Overnight passengers complained that they seemed invariably to achieve the tunnels just as they were shaving in their washrooms and that there were no lights on the sleepers at this point.

The depot at Virginia City was the setting for much of Nevada's drama and even melodrama. Here committees in frock coats and plug hats met the trains of distinguished visitors or welcomed popular stage personalities like Modjeska and Adelina Patti. Here in the eighties *The Territorial Enterprise* was able to report:

> This morning about 8 o'clock as the passengers were waiting to board the train to San Francisco, two men got into an argument in front of Chamberlain's saloon. The big fellow called the small man a liar and the small one responded with a blow to the nose. The big man drew a pistol and shot the small man in the belly.
>
> The wounded man walked around for half an hour and as the train pulled out was seen asking for a drug store. The general impression among the passengers was that the man was fatally shot.

A classified ad in *The Territorial Enterprise* of the same issue read:

> LOST, At the Virginia & Truckee depot, a child's silver cup marked "Baby." Finder will be suitably rewarded by leaving same with Bob Patterson at the bar of the International Saloon under The International Hotel.

The derringers of bad men and baby's toys, all were properties of the drama of the depot.

Always closely associated were the Comstock's two most celebrated institutions, the Virginia & Truckee and the world-famous newspaper, the *Territorial Enterprise*. The latter was known far and wide for the

Chesapeake & Ohio Railway

Chessie, C&O's famous kitten, meets smiling Sue Cheshire, Hostess on the George Washington.

presence on its staff of Mark Twain, for its gunfighting editors, feuds, tumults, and startling capacity for whisky on the part of its reporters. As time passed they became even more so.

Eventually the *Enterprise*, which had been purchased from its original owners, Goodman and McCarthy, by Senator Sharon in order to silence its opposition and so gain the senatorial toga, passed into Ogden Mills' portfolio of properties of the Bank of California. The V&T, of course, had been one of these from the beginning. Now the management of all his Nevada affairs was entrusted by Mr. Mills to the V&T's general superintendent, Henry Yerington.

Mills himself was busy transferring his home and interests to New York. He had acquired almost all of California that wasn't nailed down and was off to even bigger looting. Mills was building a brownstone mansion that still occupies an entire city block on Madison Avenue and was giving dinner parties for Washington politicians, who rudely stole his gold plate when leaving the table, and couldn't be bothered with affairs in far-off and tiresome Nevada.

Thus Superintendent Yerington, the magnificently whiskered serf of the Bank of California, became virtually the publisher, although never assuming the title, of the *Enterprise*.

ONE MORNING in the mid-nineties Yerington, as was his custom, was reading the editorial page of the *Enterprise* over his breakfast of Minden sausages and little thin cakes, when he let out a scream of anguish. When his household rushed to see what ailed the old gentleman, Yerington, incoherent with rage, could only point to an editorial which took apart the private life of Francis G. Newlands, California aspirant for Congress on the Democratic ticket, and left the pieces all over the landscape.

Newlands was son-in-law of Senator Sharon and hence should have been a pet of *The Enterprise*, which was then somewhat imprudently, as it now seemed, edited by a fellow named John McKinnon.

Yerington knew his duty. He didn't even put in a call to San Francisco, but commanded a light engine fired up in the V&T yards and told the dispatcher to give him the railroad all the way from Carson to Virginia City.

McKinnon, the human lightning rod, was out of a job within the hour. It was the last major editorial excitement of *The Enterprise* in the nineteenth century.

The affairs of the V&T as the twentieth century progressed might serve as a pattern for the destinies of short lines everywhere. In 1900 it enjoyed a transport monopoly of profiitable although no longer bonanza dimensions. The decline of mining on the Comstock had prompted Yerington to build a ten-

mile branch from Carson City south to Minden, a dairy center, to augment its revenues.

But the coming of the automobile, at first singly along the dusty Nevada highways, then after the 1914 war in numbers that brooked no opposition, spelled the beginning of the end. In 1938 Virginia City was a real ghost town, its last mine closed, its population declining from a once teeming 25,000 to a mere 250. The V&T no longer carried commerce of any sort to or from the Queen of the Comstock, and its main line to Virginia City was abandoned.

In 1950, having served through one more war when gasoline was in short requisition, the V&T asked its neighbors, the once-flourishing Nevada Central, Eureka & Palisade, and the Carson & Colorado, to move over in the boot hill of departed railroads, and it crept to rest. It had known a final brief panache of luxury, savoring of the old times when your author and Charles Clegg had parked their museum piece private car, *The Gold Coast,* under the cottonwoods for two summers in Carson yards. The passing of the railroad was orchestrated to the tinkle of ice in tall glasses and the popping of corks far into the night.

But the day its last train rolled smokily into the Valhalla of shortline railroads, the Virginia & Truckee rolled also into immortality. It became legend, part of the Matter of Western America, the stuff of folklore like the Mountain Men and the buffalo hunters, the great figures of Western epic before it.

In life the Golden Railroad had been rich and beautiful. In death it achieved a celebrity as no railroad anywhere had ever known. It had been the most photographed, the most painted, the most written about. It became the best and most touchingly remembered, a partner in the radiant fame of "Snowshoe" Thompson and "Baldy" Green and Hank Monk whose names are forever Nevada.

Let the Nevada sagebrush grow fragrant where once the railroad ran. ●

OPPORTUNITIES FOR EVERYBODY

Publisher's Classified Department (Trademark)

For advertising rates, write to William R. Stewart, 9 South Clinton Street, Chicago 6 (Men.-Jan.) 5

BUSINESS OPPORTUNITIES

IMPORT-EXPORT! OPPORTUNITY, profitable, world-wide mail-order business from home, without capital; or travel abroad. Established World Trader ships instructions for no-risk examination. Experience unnecessary. Free details. Mellinger B61, Los Angeles 24.

WANT TO GET RICH? Who doesn't? Send for free particulars on how you may now file for leases on oil or uranium lands—public domain—for $140 cash or time payments—urgent. Dyer, 1835-S Champa, Denver, Colorado.

START VENETIAN BLIND Laundry. Profitable lifetime business. New Machine. Free booklet. L. K. Co., 442 N. Seneca, Wichita 12, Kansas.

I AVERAGE $125 weekly selling books by mail! So can you! Start spare time! Work home! Cooper, 245-XA Taunton, Buffalo, N. Y.

COMPILE MAILING LISTS, typewriter, longhand. Unusual opportunity. Particulars, list national markets, free! Economy Publishers, Rowley, Mass.

SEND OUT POSTCARDS. Cash daily. Bicorp, 143 Belmont, Belmont, Mass.

BUY WHOLESALE—25,000 items—Catalog 25c. Matthews, 1474-P4 Broadway, New York 36.

60 MONEY MAKING Ideas. Catalogue Free. Universal, Box 1076-S, Peoria, Ill.

OPERATE PROFITABLE MAIL order business. Write Walter Service, 4159-W East 112th, Cleveland 5, Ohio.

METALIZE BABY SHOES, jewelry, gifts. Bronze, gold, silver. Free Bulletin. Kiktavi, Box 73136, Los Angeles 3.

FREE BOOK "505 Odd Successful Businesses." Work home. Pacific-DE2, Oceanside, California.

STAMPS

COLONIAL COLLECTION FREE—Magnicarocious collection, British, French, American and other Colonies, Flowers, Animals, Commemoratives, Triangles, Pictorials, High Values all free "plus" Philatopic Magazine. Send 5c for postage. Empire Stamp Co., Dept. MB, Toronto, Canada.

WOW! 153 ALL Different Germany 10c Zeppelin, Semipostals, Airmails, High Values. Big bargain list and approvals included. Jamestown Stamp, Jamestown, Dept. 527, New York.

FREE SAMPLE STAMP newspaper, information on collecting, special lists and catalogs. Littleton Stamp Co., Littleton A32, N. H.

66 DIFFERENT U. S.—10c. Approvals. Leonard, 1143K North Keeler, Chicago 51.

PICTORIAL PACKET—TRIANGLES, Bi-Colors, etc.—10c! Approvals. Cole, 43-P Rinewalt, Buffalo 21, N. Y.

PATENT ATTORNEYS

INVENTORS WRITE Patrick D. Beavers, Registered Patent Attorney, 1092 Columbian Bldg., Washington 1, D. C.

REAL ESTATE INSTRUCTION

BE A REAL Estate Broker. Study at home. Write for Free book today. GI Approved. Weaver School of Real Estate, 2020E Grand, Kansas City, Missouri.

SALESMEN WANTED

WILL YOU WEAR new suits and topcoats without one penny cost and agree to show them to friends? You can make up to $30.00 in a day even in spare time, without canvassing. Progress Tailoring Co., 500 South Throop St., Dept. W-159, Chicago 7, Illinois.

SELL ADVERTISING BOOK matches. Big daily commission in advance—Union Label plus Glamour Girls, Scenics, Hillbillies; all standard styles and sizes. Big Free Master Catalog. Fast selling—steady repeat business. Superior Match Co., Dept. Z-155, 7528 So. Greenwood, Chicago 19.

AGENTS WANTED

"FOG-STOP" WINDSHIELD Cloth. Instantly removes blurry Mist, Frost, Sleet, Snow. Stops windshield fogging. Samples sent on trial. Kristee 134, Akron, Ohio.

WHOLESALE! 8,000 NATIONALLY Famous Products. 30-80% Discounts! Large Catalog. Sensational Business Plans Included. Consolidated Distributors, 21-61 Lafayette, Paterson 15, New Jersey.

BUY WHOLESALE THOUSANDS nationally advertised products at big discount. Free "Wholesale Plan." American Buyers, 629-XA Linden, Buffalo, N. Y.

EARN UP TO $250.00 per week soliciting delinquent accounts. Metro, Box 5887, Kansas City 11, Missouri.

PERFUME BEADS, SENSATIONAL Sellers. Particulars free. Mission, 2328A West Pico, Los Angeles 6, Calif.

EARTHWORMS

INVESTIGATE EARTHWORM BREEDING!! Easy home industry! Part, full time profits galore!! Free revealing facts, information! Write Earthmaster System, 15A, El Monte, Calif.

PROFITABLE OCCUPATIONS

GROW MUSHROOMS, CELLAR, shed. Spare, full time, year round. We pay $3.50 lb. We paid Babbitt $4165.00 in few weeks. Free book. Washington Mushroom Ind., Dept. 163, 2954 Admiral Way, Seattle, Wash.

MUSICAL INSTRUMENTS

ELECTRIC GUITARS, AMPLIFIERS, etc. Wholesale. Free catalog. Carvins, Baldwin Park, Calif.

MALE & FEMALE HELP WANTED

EARN EXTRA MONEY selling Advertising Book Matches. Free Sample Kit furnished. Matchcorp, Dept. PC-27, Chicago 32, Illinois.

DETECTIVES

HELP FIGHT CRIME . . . Earn steady good pay as Finger Print Expert or Investigator. Write for details. Inst. of Applied Science (A Correspondence School Since 1916), 1920 Sunnyside, Dept. 149, Chicago 40.

WORK HOME OR Travel. Write National Institute, 810 Holland Bldg., St. Louis, Mo.

WORLD'S DETECTIVE ACADEMY. New System. Write, 439 Lee, Hampton, Virginia.

MISCELLANEOUS

RECONDITIONED TYPEWRITERS. OFFICE machines $25.00 Up. Catalog Free. DixieGraph, King, N. C.

MEDICAL

FREE BOOK—PILES, Fistula, Colon-Stomach, associated conditions. Newest scientific procedures. Thornton & Minor Hospital, Suite C-114, Kansas City 9, Mo.

OLD GOLD WANTED

WATCHES WANTED. ANY condition. Also broken jewelry, spectacles, dental gold, diamonds, silver. Cash sent promptly. Mail articles. Satisfaction guaranteed. Lowe's, Holland Bldg., St. Louis 1, Mo.

HELP WANTED

"ATTENTION CONSTRUCTION MEN!!" Trades-Laborers—Truck Drivers—Engineers—Supervisors—Clerical—Many Others. Who to Contact for High Paying Jobs. To $1500.00 Monthly. Latest Copyrighted Reports covering 42 Countries, including U. S., St. Lawrence Project, Spain, Far North, Alaska, South America, Europe. Exclusive one year Registration and Advisory Service. Application Forms. Unconditional Money-Back Guarantee of Satisfaction. Write or Wire Today! $2.00. Airmailed $2.25 (COD'S Accepted). International Reporter, Box 1047-MH, St. Louis 1, Missouri.

$1300.00 MONTHLY FOR truck drivers, $1400.00 monthly for carpenters, electricians, plumbers, mechanics, $1200.00 for clerks and laborers. Replacement hiring now being done. Full information and complete foreign listings, with current information on Spain, Korea, Australia, Alaska & Canada, $1.00. 10,000 men and women needed for new stateside project! Complete information and other domestic listings, $1.00. Dept. 10-A, Opportunities Unlimited, 1110 Commerce Bldg., St. Paul, Minn.

$245 PER WEEK overseas! Clerks, truck drivers, cooks, construction men, guards, office, laborers, carpenters, mechanics, engineers, teachers, factory workers, many others. Experience unnecessary, some jobs. 254 projects, 58 countries. Get 56 page illustrated job catalog; "Firms Seeking Applicants" bulletin, applications, complete $1. Jobservice D-15, Box 30, Billings, Montana.

FREE INFORMATION AVAILABLE about Foreign and U. S. A. job opportunities paying to $1500 monthly. Write immediately. Dept. 75A, National Employment Information Service, 1020 Broad, Newark, N. J.

FOREIGN-U. S. JOBS—So. America, Alaska, Spain. Fare Paid. 1000's U. S. Jobs to $18,000. Trades, Offices, Factories. Stamped self-addressed envelope brings reply. Job Opportunities, Waseca 6J, Minn.

FOREIGN EMPLOYMENT CONSTRUCTION Work. If interested in foreign projects with high pay, write Foreign Service Bureau, Personnel Mgr., Metuchen, New Jersey.

LOANS BY MAIL

BORROW $50 to $500. Employed men and women, over 25 eligible. Confidential—no co-signers—no inquiries of employers or friends. Repay in monthly payments to fit your income. Supervised by State of Nebraska. Loan application sent free in plain envelope. Give occupation. American Loan Plan, City National Bldg., Dept. CD-1, Omaha, Nebraska.

EDUCATIONAL OPPORTUNITIES

PLASTICS HOME-CRAFT course for Men and Women. Tells and shows how to make hundreds of fast selling plastics products. All plastics and materials for 23 projects included in course. No special tools needed. Course pays for itself. Write for Free booklet. Interstate Training Service, Dept. D-73-A, Portland 13, Ore.

COMPLETE HIGH SCHOOL at home in spare time with 58-year-old school; texts furnished; diploma; no classes; booklet free. Write American School, Dept. X164, Drexel at 58th, Chicago 37, Illinois.

PRACTICAL NURSING—LEARN Easily at Home. Spare Time. Big demand, good earnings. High School not necessary. Write for free booklet. Wayne School, Dept. CF-5, 2525 Sheffield, Chicago 14, Ill

HIGH SCHOOL—NO Classes. Study at home. Spare Time. Diploma awarded. Write for Free Catalog HBW-20, Wayne School, 2527 N. Sheffield, Chicago 14, Ill.

SOLVE MENTAL WORRIES. Become Doctor of Psychology. Home Study. Free Book. Universal Truth, 5038-S Broadway, Chicago 20.

PHYSICAL THERAPY PAYS Big. Learn at Home. Free Catalog. National Institute, Desk 5, 4868½ Sheridan, Chicago 40.

EDUCATION & INSTRUCTION

AERONAUTICAL ENGINEERING IN 2 years. Aircraft and Engine Mechanic in 1 year. Train at Northrop Aeronautical Institute in Southern California. Intensive courses prepare you for top industry jobs. Approved for Veterans. Write for free catalog. Northrop Institute, 1169 Arbor Vitae, Inglewood 1, California.

INSTRUCTION

GET U. S. GOV'T Job! Men-Women, 18-55. Start high as $80.00 week. Qualify Now! 23,000 jobs open. Experience often unnecessary. Get Free 36-page book showing jobs, salaries, requirements, sample tests. Write: Franklin Institute, Dept. X-36, Rochester, N. Y.

BOOKS

RARE BOOKS, ART. 24-Sparkling illustrated cartoon booklets $1.00. Catalog 10c. Aladdin Book Co., 210-CM Fifth Avenue, New York 10.

FASCINATING READING–UNUSUAL, revealing, illustrated booklets, 10-$1.00. Catalogue 10c. Kogan, 1032-X, New York City 8.

ADDITIONAL INCOME

BECOME AN INCOME Tax Expert. Send $1 for Instruction Manual. Sterling, Great Neck 57, N. Y.

MONEY-MAKING OPPORTUNITIES

500 FREE COPIES of flag pole rigging. Learn sensational trade. Secrets Free. Write for Free Copy "Pole Rigging." Spectacular Crafts, Box 5733-C, Bethesda, Maryland.

$5.00 AN HOUR in spare time. Sharpening circular saws with low cost machine. Free Book. Stan Field, 315A Westport, Kansas City, Missouri.

SELL TITANIA GEMS: $9.75 Carat Wholesale. More brilliant than diamonds. Free catalog. Diamonite, 1404-P Mitchell, Oakland 1, Calif.

EARN MONEY AT Home mailing advertising for businessmen. Instructions $1. Refundable. Adservice, Spring Valley 9, New York.

SEND OUT POSTCARDS. Cash daily. Bicorp, 143 Belmont, Belmont, Mass.

EARN MONEY AT HOME! Must have good Handwriting. Write for Details. Atlas, Box 188-D, Melrose, Mass.

RAISE MINK: FREE booklet, pen plans, inside "secrets," feed care. Mink are Money Makers. Investigate Today. Lawrence Molgard, Brigham City 39, Utah.

HYPNOTISM

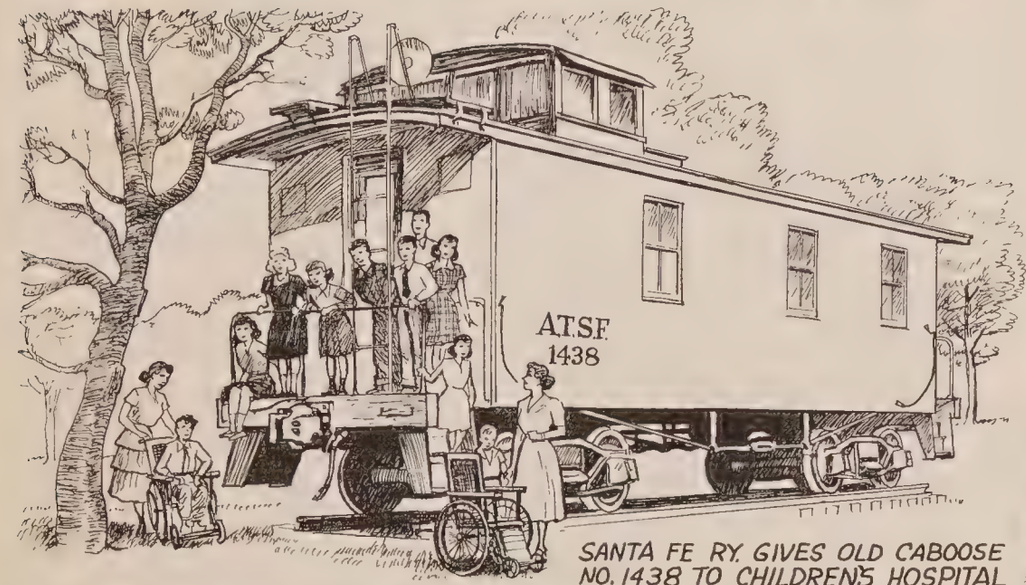
FREE ILLUSTRATED HYPNOTISM Catalogue. Write Hypnotist, 1324 Wilshire, Los Angeles 17W, California.

JOKES, TRICKS & PUZZLES

3100 NOVELTIES, TRICKS, Jokes, Gadgets, Funmakers, Hobbies. Catalog 10c. Johnson Smith, D-882, Detroit 7.

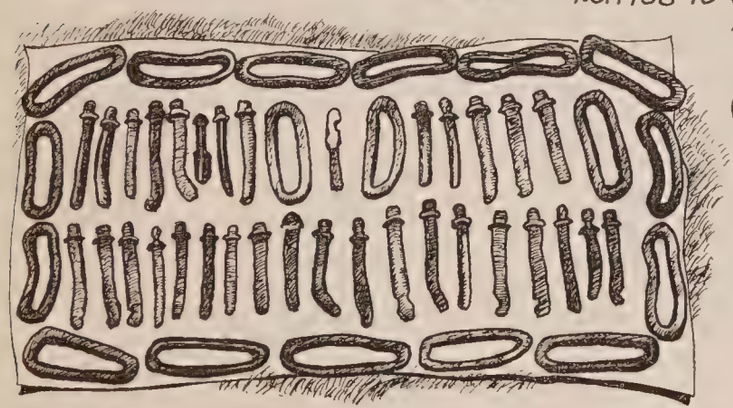
TURN PAGE FOR MORE CLASSIFIED ADS

Along the Iron Pike by Joe Easley

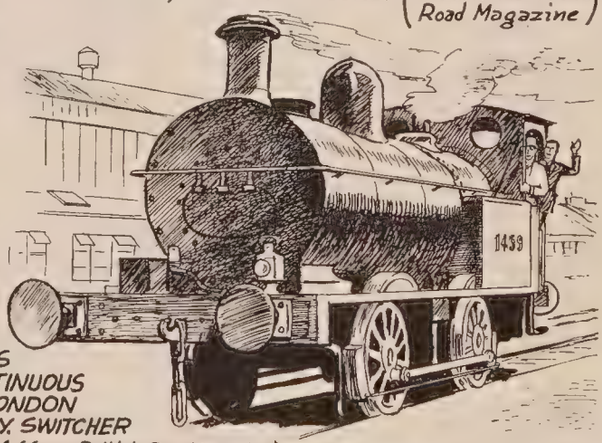


SANTA FE RY. GIVES OLD CABOOSE NO. 1438 TO CHILDREN'S HOSPITAL AT BETHANY, OKLA., TO BE USED FOR PLAY THERAPY. (from Santa Fe photo)

HENRY KOECHLEY, NICKEL PLATE TRAINMAN, 81, RETIRES AFTER 64 YEARS OF RAILROADING, A GREAT RECORD. (from Nickel Plate Road Magazine)

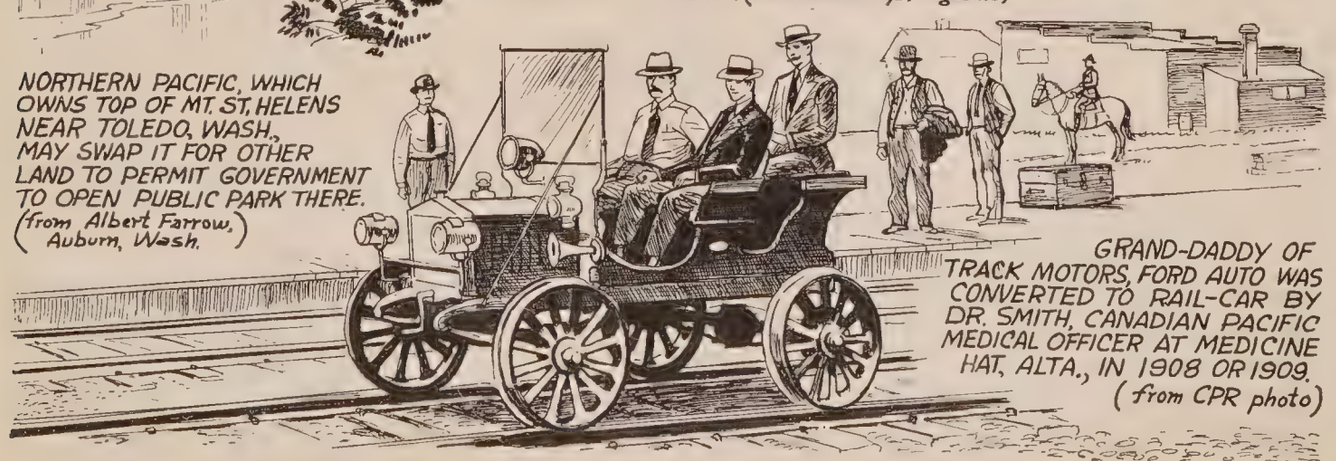


HOMER RIGGS, FRISCO ENGINEER, DONATES LINK AND PIN COLLECTION TO KANSAS CITY MUSEUM. ITEMS WERE UNEARTHED BY FLOOD IN A FRISCO YARD. (from Railway Age)



AFTER 89 YEARS OF ALMOST CONTINUOUS SERVICE, OLD LONDON NORTH WESTERN RY. SWITCHER RETIRES TO MUSEUM. (from British Rys. Magazine)

NORTHERN PACIFIC, WHICH OWNS TOP OF MT. ST. HELENS NEAR TOLEDO, WASH., MAY SWAP IT FOR OTHER LAND TO PERMIT GOVERNMENT TO OPEN PUBLIC PARK THERE. (from Albert Farrow, Auburn, Wash.)



GRAND-DADDY OF TRACK MOTORS, FORD AUTO WAS CONVERTED TO RAIL-CAR BY DR. SMITH, CANADIAN PACIFIC MEDICAL OFFICER AT MEDICINE HAT, ALTA., IN 1908 OR 1909. (from CPR photo)

TRAIN-WRECKING BABOON

***TRUE TALE by* IRA S. BIGGS**

EVER HEAR of a train wrecked by a monkey? No, I am not kidding. It actually happened one night away back in 1907 when I was pounding brass for the Santa Fe at the town of Newkirk in Oklahoma.

In those days the fast mail was the darling of railroaders everywhere. The Santa Fe had a contract which imposed a stiff penalty if the mail should arrive at the Chicago terminal more than an hour late. To insure speed, they ran a bob-tailed local ahead of the super-privileged train to gather up passengers, baggage, mail, and express, all of which was later transferred to the speed king at the same time. This local, with four wooden cars, really had to do some fast stepping to keep ahead of the mail.

On the night in question, as I remember the facts, the local had left Red Rock, Oklahoma, as usual and was romping through the dew at seventy per. Death struck suddenly. Just after the train crossed a long bridge it went into emergency, jumped the rails, and piled up in a splintery mass at the foot of the hill.

Both the engineer and his fireman went to glory that night without knowing what had gone wrong. The baggage man suffered such critical injuries that he lay unconscious in a hospital for several days, his life in the balance. Had he died, the case would still be a mystery.

Meanwhile, an investigation was held. The conductor and the other brakemen testified that they had not noticed anything amiss until just before the derailment, when the brakes were slammed on heavily. This was followed by an emergency brake application. At that instant they felt a light jar as if they had hit something, possibly an object on the track.

The brass hats sifted the evidence carefully but could not come up with a logical explanation of what caused the wreck. They studied the track in advance of the scene. It appeared to be in good shape. Nor did they find any defect in the locomotive that might have forced her off the rails. Nothing in the wreckage itself or along the right-of-way gave them the clue they were looking for.

Now, at that time a passenger train had no communicating whistle. But a cord, attached to a brake valve, ran through the center of the cars. It was used to stop the train in an emergency, without waiting for the engineer to look back for a hand signal. This cord eventually proved to be the clue they needed.

With the baggage man still unconscious and not expected to live, the officials were about to write off the derailment as an unsolved mystery. Then the patient took a turn for the better. When he was able to talk, he told a strange tale. I'll never forget the day it was relayed to me.

He said that one of the express shipments in his car was a baboon in a wooden crate. Just after leaving Red Rock, he discovered the animal had managed to loosen one of the slats and escape. It wasn't a big baboon, so the baggage man tried to capture it. But Mr. Baboon had other notions, climbing over trunks, mail sacks, and crates of vegetables, swinging from here to there, eluding the man's outstretched hands.

From atop a trunk, the jungle beast spied the cord running through the car. Not being a railroader, he probably thought of it as a special means of escape provided for his need. Anyway, he made a leap for the cord and went down it, hand over hand—which held the brake valve wide open!

OPPORTUNITIES FOR EVERYBODY

PERSONAL

BORROW BY MAIL From Postal Finance Co. Employed Men and Women can easily obtain $50 to $600 Fast. Entirely by Mail. Repay in small monthly payments. Friends, relatives, employer, tradespeople will not know you are applying for loan. Advise occupation, amount wanted. Postal Finance Co., 200 Keeline Bldg., Dept. PC-8A, Omaha, Nebraska.

BORROW BY MAIL. Loans $50 to $600 to employed men, women. Easy, Quick. Completely confidential. No endorsers. Repay in convenient monthly payments. Details free in plain envelope. Give occupation. State Finance Co., 323 Securities Bldg., Dept. A-14, Omaha, Nebraska.

"DOLLIE'S DILEMMA" CAPTIVE Cartoon Serial: "Domina" binds, gags, torments "Dollie." Two episodes $5.00; one episode and "illustrated bulletin" $3.00. Gargoyle, Box 478-PC, New York City 10.

LOSING HAIR? SEND $1.00. Phillips Clinic, Columbia Hotel, Kalamazoo, Michigan.

PSORIASIS VICTIMS: HOPELESS? New Discovery! Free Trial Offer. Write Pixacol, Box 3583-CM, Cleveland, Ohio.

BECOME PROFESSIONAL COMEDIAN! Free Details! Sebastian, 10934-M Hamlin, North Hollywood, California.

OLD MONEY WANTED

WANTED—1894-S DIME Pays $1,000.00. Certain 1913 nickel $1,500.00. 1901-S quarter $30.00 to $250.00. Hundreds of others. Know their true value. Complete illustrated catalogue 50c. Worthycoin Corporation (D-519), Boston 8, Mass.

MORE CLASSIFIED ADS ON PREVIOUS PAGE

FREE FOR ASTHMA

If you suffer with attacks of Asthma and choke and gasp for breath, if restful sleep is difficult because of the struggle to breathe, don't fail to send at once to the Frontier Asthma Company for a FREE trial of the FRONTIER ASTHMA MEDICINE, a preparation for temporary symptomatic relief of paroxysms of Bronchial Asthma. No matter where you live or whether you have faith in any medicine under the sun, send today for this free trial. It will cost you nothing.
FRONTIER ASTHMA CO. 686-W FRONTIER BLDG.
462 NIAGARA ST. BUFFALO 1, N. Y.

Exotic beauties in full color live photos Make bridge, poker parties a howling success. An unusual deck of playing cards. Your friends will want to steal this spicy pack from you. 52 saucy photos..all different... of uncensored models. Naughty but fun. Expensive cards, plastic coated for long hard wear. Sent in plain wrapper. No cod's. Send $3 postpaid to: FUN SHOP Box 102M, Alhambra, Calif.

AMAZING TIRE SPECIALS!

Finest Used Tires! U. S., Goodyear, etc.
EVERY TIRE FULLY GUARANTEED!
We Sell Only One Grade—The Finest!
FREE TUBE WITH EACH TIRE!
FOR RUSH SHIPMENT send check or M. O. Prices, F.O.B., Phila., Pa.

Finest Grade, 32 Months Golden Rule Guarantee Bond!

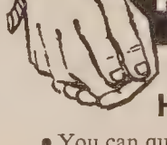
		LOW PRESSURE		TRUCK TIRES	
600-16	$4.69	550-15	$4.69	700-15(6)	$8.69
600-16(6)	5.89	640-15	4.69	750-16(8)	9.69
650-16	5.09	670-15	5.09	700-17	9.69
650-16(6)	6.69	710-15	5.79	750-17	11.99
700-16	6.39	760-15	5.89	650-20	11.39
525-18	4.69	800-15	6.89	700-20	12.39
550-17	4.59	820-15	6.39	750-20	12.99
650-15	4.69	670-16	5.69	825-20	19.59
700-15	4.99	760-16	6.49	900-20	19.59
475-19	4.09			1000-20	20.49

WHITEWALLS $1 ea. EXTRA

MILITARY MUD-SNOW TREADS
Std. Guar. 16 Mos. Rugged Gar. 32 Mos.
750-20 Std. ...$12.55 | 900-16 Std. ...$12.95
750-20 Rg. ... 16.95 | 900-16 Rg. ... 16.00

ALL WINTER MUD-SNOW PASS. TIRES $9.95

JAYDEE TIRE CO., Dept. A, 2236 N. Franklin St. Philadelphia 33, Pa.



HANDS TIED?

—because you lack a HIGH SCHOOL DIPLOMA

• You can qualify for an American School Diploma *in spare time at home!* If you have left school, write or mail coupon for FREE booklet that tells how. No obligation of any kind.

OUR 58TH YEAR

AMERICAN SCHOOL, Dept. V-149
Drexel at 58th, Chicago 37, Illinois

Please send FREE High School booklet.

Name.....

Address.....

City & State.....

Canadian Residents: Complete Canadian Course Available. Write American School, 1610 Sherbrooke St. West, Montreal.

When the brakes went on, the engine broke loose from the baggage car. This caused an emergency application of the brakes on both the train and engine.

At that point the hogger evidently closed his throttle. The engine brakes being more effective than the train brakes, the cars quickly overtook and collided with the engine, hitting her in such a way as to knock her off the rails. The derailed locomotive tore up the track, and the train followed her down the embankment.

It was a weird story. I have often wondered what happened to the baboon. No beast, dead or otherwise, had been found in the baggage car. Nor did anyone in that section of the country see a baboon at large. At least, no one said so.

But I, for one, believe the story. A check of the records disclosed that a baboon had actually been shipped on the train. The baggage man explained the wreck, but the mystery still remains. Even at this late date, nearly half a century afterward, I sometimes wake up at night trying to figure out what on earth ever became of the train-wrecking baboon. ●

LADY TRAIN DISPATCHER

(Continued from page 27)

track. She routed him out of bed; he grabbed a lantern, ran out to the track barefooted, and flagged the train—just in time!

Not long after that the war ended, and with it my days as a dispatcher. I would have been perfectly content to keep on with the job, but when the boys started coming back from the war, I went back to telegraphing.

AT ANTLERS, Okla., I ran into Choctaw Indians. They were not hostile, but they were certainly uncooperative. They could, but they just wouldn't, speak English. I tried to learn the Choctaw language but never could pronounce a well-timed *Ugh!*

Every year, the Choctaws would hold a big pow-wow at Idabel, and three or four hundred would go there by train. Each Indian insisted on buying his own ticket, which made a lot of work. At no extra expense, they could have chartered a train for the round trip and pay for it in one lump sum. But I couldn't get anyone to talk to me about it.

At length, a buck I called Pete condescended to speak English to me. He named me the Choctaw equivalent of "Sugar" which, literally translated, is "Sweet Salt." I took an awful ribbing over that. But I got the idea of the chartered train over to Pete, and two weeks later he okayed the arrangement. When he brought the money, he had two hats full of nickels, dimes, and quarters for me to count, so I didn't gain much.

The train was a huge success—up to a certain point. There was icewater in the coaches, and the Indians loved it, the only time I ever saw them demonstrative about anything. But when the pow-wow was over, the redskins refused to board the train for the return trip. And no one could find out why. The conductor resorted to threats. If they didn't get on the train, he was going off and leave them there where they stood.

The Choctaws had an answer to that one. They sat on the track, fore and aft the train. The engineer whistled off and made a pretense of starting, but not one of the Indians budged an inch. The agent and conductor were frantic. They pleaded with the natives to tell them what was wrong. They had the railroad tied up.

Pete replied: "Ask Salt Sweet at Antlers. She know."

The agent rushed to call me. I asked him if there was icewater on the train.

"No," he said, "it melted during the day."

"Better get some ice," I suggested helpfully.

The crew and the agent rustled buckets and tubs and went for ice. Pretty soon the train's faucets yielded icewater. Thereupon the Choctaws solemnly filed into the coaches.

After working at many points in Arkansas and Oklahoma, I landed in the Frisco relay office at Springfield, Mo., being the only female among the twenty-two operators. Conditions looked favorable for me to go back dispatching, but by this time I had met a tall, handsome, boomer operator named Raymond McCall. How that guy could telegraph! He could even keep up with my Dad, a boomer telegrapher himself.

That attracted me to him. Then, for the first time in my life, my heart got the better of my head. I knew first-hand from Dad that boomers liked to roam, but I fell in love with Raymond and believed his promises to settle down and live happily ever after.

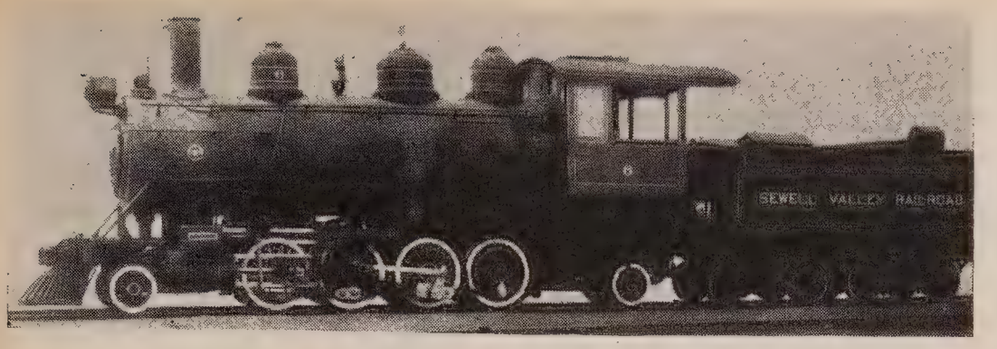
Shortly after we were married, my husband set about converting me to his boomer philosophy. Together, we'd go to far-off places. Then one day I discovered I was going to have a baby, so I resigned.

Before the baby was born, the urge to move became too strong for Raymond, and he took off across country by himself. For a time there were letters. But I never saw him again. In due time there was a divorce, and I plunged into matrimony again, this time with a fellow named Hans Albrecht.

After a while I yearned to get back to railroading, and the attack on Pearl Harbor gave me a chance. Chief Dispatcher A. P. Michelson on the Western Pacific at Elko, Nevada, offered me a job telegraphing.

"I don't care how old you are. If you can do the work," he told me, "you're hired."

I took the job. Later, while pounding brass for the Union Pacific, I got a tentative offer from the WP to go back to dispatching, but it never quite jelled. Today I am holding down a first trick for the Western Pacific at Wendover, Utah, regretfully reconciled to the fact that I'll never again be a lady train dispatcher. ●



Lad G. Arend collection

The 6-spot hauled coal and lumber on Sewell Valley line.

MAIL CAR

(Continued from page 7)

passenger train made a daily round trip between Meadow Creek and end of line.

"The SV connected with two short lines, the Greenbrier & Eastern and the Golden & Alpena, which also used Shays. Our shops and office were located at Rainelle, W. Va. At the time I was there, the Sewell Valley had to dispose of its holdings in the logging industry at Rainelle, which owned the local hotel and beanery. We railroaders vacated the hotel, and the SV built its own accommodations for us down below the shops.

"One Sunday morning a man rushed into our office and blurted out: 'My daughter has just given birth to quadruplets. Could you take me up the road a piece so I can visit with her?' This we did, on a rail motor-car, making no charge for the ride. I'd like to hear from oldtimers who remember the Sewell Valley. Where can I get photos of its passenger train and its Mack railbus?" •

"BEST feature of *Railroad Magazine* is the *Information Booth,"* comments Montgomery Phair, 2232 Harford Rd., Baltimore 18, Md. "Barbara Kreimer's answers have a high batting average for accuracy. My only criticism of *Railroad* is, you do not carry enough true tales and fiction stories."

"Harry Bedwell's story, 'Against Orders' (Sept. issue), is so well written and so authentic, recalling the vanishing days of telegraph operation on the railroads, that I, being a Morse man myself, enjoyed it tremendously and felt my heart going out for the yesteryears," comments B. L. Stickles, 564 Foredale Ave., Toledo 9, Ohio. "As long as you print stories with the flavor of that one you will have my name on your subscription list."

Jack McLarn's "Trackside Grave" (November issue) is drawing a flock of favorable comments. A New York book-publishing house has selected it to include in an anthology now being compiled under the title *Great Railroad Stories of the World.*

"*Railroad* pleases me very much, especially its fiction," enthuses an old pensioned railroader, Fred Terry, 512 N. 7th St., Philadelphia 23, Pa.

The magazine also pleases John T. Resch, 12225 72nd St., Wauwatosa, Wis., who adds: "My pet peeve is your fiction, with its shallow plots and hollow expressions." And Karl C. Korbel, Waterville, N.Y., complains:

"You publish a lot of cock-and-bull stories based on the same old pattern—a misunderstood guy makes good. Anyone can guess how they'll turn out before he gets halfway through them. Not enough suspense."

Mr. Korbel suggests that we run more photos of short lines and cut out the *Plywood Empire Route.* "There are plenty of model railroad magazines," he adds. "Why not drop this subject from *Railroad* and devote the space to something with a wider appeal. Ask other readers what they think."

Okay, we are asking. What do other readers say about fiction stories and the *Plywood Empire Route?* •

20 YEARS AGO, America boasted at least seven short line railroads with female presidents. Today, there is none that we know of. However, the single-tracked Pickens Railroad has the gracious and capable Mrs. Ethel A. Weber as its general manager.

This road is a common carrier 9.3 miles long, running between Pickens and Easley, S.C., where it connects with the Southern Railway. It is affiliated with the Singer Manufacturing Co. Most of its freight consists of sewing-machine cabinets, made by the thousands by a lumber outfit at Pickens.

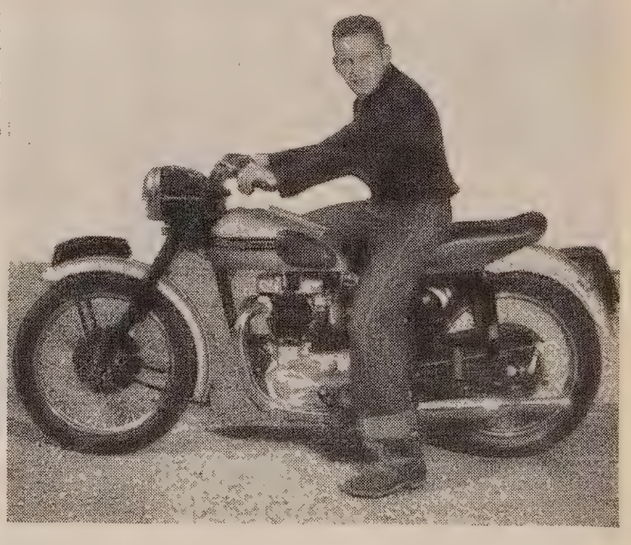
Be Independent!

Put YOURSELF on a TRIUMPH

NEW! Averages up to 140 miles per gallon. Unlike clumsy, heavy types. Has no "junk" or useless accessories. Is functional and *all* motorcycle from *head to foot.* Beautifully engineered. Triumphs are leading America's trend to two-wheeled transportation. Used by air line pilots, sportsmen, policemen, farmers, business men, service men, etc. Solves traffic problems—easy to ride, safe, maneuverable.

TWELVE MODELS from $449.00

- "jet wing" double seat
- sparkling colors, with chrome finish
- front and rear springing
- gear position indicator



WRITE for FREE catalog and name of Triumph dealer nearest you. Eastern or Western office, Dept. A.

TRIUMPH

"The World's Best Motorcycle"

West
JOHNSON MOTORS, INC.
267 W. Colorado St.
Pasadena 1, Calif.

East
THE TRIUMPH CORPORATION
1727 E. Joppa Rd.
Towson, Baltimore 4, Md.

The line also serves three cotton mills.

Ethel Weber is smartly groomed, likes red dresses, and is the boss of 21 employes. These include a train crew, a section gang, clerks, and three part-time freight agents. The train crew takes the road's one and only train, sometimes as long as ten cars, on a daily round trip that usually requires two to three hours, with setouts and pickups. No railroad with setouts and pickups. No railroading is done at night or weekends.

The little railroad, chartered in 1890, was built in 1898. Everybody for miles around was invited to ride free on the opening day. The first train consisted of a wood-burning locomotive, a coach, and a flatcar on which temporary seats has been placed. It had gone barely a half-mile when it jumped the track, injuring several persons. That was the only blot on the company's otherwise perfect safety record. Later, as the result of another derailment, on a blustery wintry afternoon in 1917, a group of high-school debaters was snowbound all night.

From its original owners, the Pickens line was acquired by the Appalachian Lumber Corporation. The latter went into a receivership in 1928. Ethel, then a steno-clerk, was transferred to the railroad. Later, the Singer Company took over the line—and Ethel. The young woman was stepped up until in 1949 she became G.M.

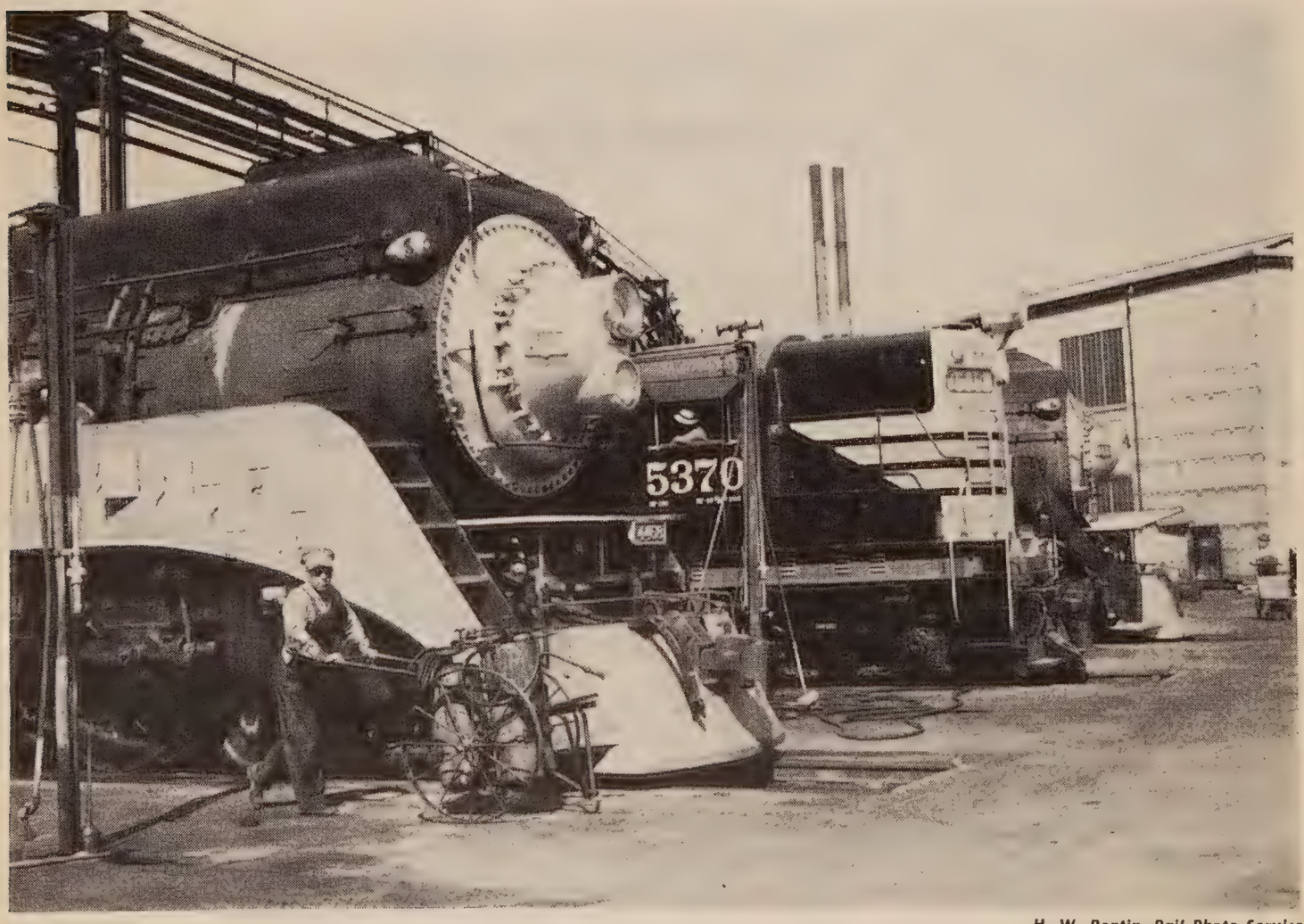
"I perform the duties of manager in all departments," she tells us, "purchase materials, outline maintenance work, and have general charge of accounts. Our motive power is a 100-ton Baldwin diesel-electric of 660 horsepower. We keep an old 50-ton Baldwin steamer locomotive in reserve."

She is the only lady member of the Southern Short Line Railroad Association and serves as its secretary-treasurer. It was in connection with her work that she met H. L. Weber, a foreman in the Southern Railway's mechanical department, who is now her husband. They live on a ten-acre farm near Greenville.

"My husband works out of Greenville and is on call 24 hours a day," says Mrs. Weber, "so we have to live close by. Five days a week I drive 14 miles to my office, and back, spending from six to ten hours per day on the job." •

LEFT BEHIND. George Rider, Southern Pacific hogger, halted his two-unit diesel locomotive recently at the Oakridge, Ore., station, looked around, and was chagrinned to find that he was the only person aboard his passenger run. A coupling had broken between the locomotive and the first passenger car and the locomotive had gone on, leaving several hundred passengers stranded three-quarters of a mile from the station. It was a red-faced engineer who got orders from the dispatcher to back up and pick up the passenger cars. •

FOUNDER of the nation-wide Electric Railroaders' Association, E. J. Quinby, Morris Plains, N.J. writes: *"Railroad's* present format pleases not only me but also the railfans to whom I have mentioned it. Your policy is good. Human interest is popular with us all. We want enough technical information to keep us informed but not so much as to bog us down in confusion. We like plenty of steam stuff, with a fair proportion of electrical material; and Diesel power is something we need for a modern all-round railroad diet." •



H. W. Pontin, Rail Photo Service

H. L. Kelso, who snapped this shot of a diesel flanked by two steamers at the Southern Pacific's Taylor Roundhouse in Los Angeles, terms it "A thorn between two roses."

Mrs. Ethel A. Weber, general manager of the nine-mile Pickens Railroad in South Carolina, has a railroading husband.

1000 MILES of travel for $8! This rare bargain was offered by British Railways to Derby, England, vacationists who did not wish to sleep away from home, reports Joseph Fox, BM/EXN 3, London, W.C. 1, England. The payment guaranteed a seat in a special train on each of five consecutive days. Trips included three to the seaside, one to a Manchester amusement park, and one to London. Equivalent facilities were offered to residents of other cities and towns.

American passenger-traffic officials who complain of half-empty trains should read this item. On the last Sunday in August—a sunny day after several week-ends of dreary rain—a total of about 50,000 people stormed the railway station at Brighton, England, demanding to be taken back to London. Every available police officer in town was called out to handle the throng. A queue stretched down the long main street to the sea and along the promenade for nearly two miles! Fast electric trains, running at five-minute intervals, finally got them all home. •

B&M LOCOMOTIVE 494, built at Manchester, N.H., in 1892 and retired about 20 years ago, will be given away by her present owners, the New England Division of the Railroad Enthusiasts of America, Inc. She is now stored on Boston & Maine property. Requests for her are pouring in from all over the country.

One telegraph read: "Austin, the capital of Texas, would like to have that damyankee steam locomotive. We feel that she would help to cement the ties even more closely between the North and South if she could be located here where tens of thousands of school children visit each year from Texas and adjoining states. They could see the type of iron horse which followed the ox team in opening the wilderness and prairies."

H. Arnold Wilder, Westford, Mass., says on behalf of the Enthusiasts: "We want the engine to stay in New England, preferably at Boston." •

PERSONALITIES. Bill Carlson, 76, who retired recently from the Nickel Plate's traffic department at Buffalo, N.Y., boasts the long record of 60 years in railroad telegraph service. He began work as a Morse operator at 16.

An even longer record is held by Levi C. Rosenberger, a Reading Company agent, who began railroading November 27, 1890, and hasn't retired yet, reports R. C. Murray, Jr., Box 213, Benhayres, Pa.

There are relatively few father-daughter combinations on railroad payrolls. Mr. Murray tells us that young Mrs. Catherine C. Byecroft, first-trick telegraph clerk on the Reading at Jenkintown, Pa., has a father employed as a conductor on the same road.

A Chesapeake & Ohio tool-car worker, Charles Brown, Sr., Covington, Ky., has nine living sons, all of whom have worked for the C&O at one time or another. Five of them are still on the road's payroll in various capacities.

Ed Buelow and Otto Zimmerman, both of the Illinois Central, have moved together three times. Ed says he followed "Zim" at Clinton, Ill., as superintendent of the Springfield Division, later followed him at Waterloo, Ia., as head of the Iowa Division, and finally trailed him as general superintendent of transportation at Chicago. "You know how the first section of a train carries signals for the second section?" says Ed. "Well, that's what Zim has been doing for me."

For 29 years Conductor Charles F. Griffith rode the same caboose up and down the five-mile Kanawha Central in West Virginia, a coal feeder line to the C&O, and naturally got attached to it. In 1946 the crummy was condemned as obsolete. Charley took it home and set up the old red car in his front yard. His wife didn't exactly like that. But one day in 1948 his house burned down. For ten months he and his wife lived in the caboose. Charley is now retired. So is the Kanawha Central. •

MEN PAST 40

Afflicted With Getting Up Nights, Pains in Back, Hips, Legs, Nervousness, Tiredness.

If you are a victim of the above symptoms, the trouble may be due to Glandular Inflammation. A constitutional Disease for which it is futile for sufferers to try to treat themselves at home. Medicines that give temporary relief will not remove the cause of your trouble.

To men of middle age or past this type of inflammation occurs frequently. It is accompanied by loss of physical vigor, graying of hair, forgetfulness and often increase in weight. Neglect of such inflammation causes men to grow old before their time — premature senility and possibly incurable conditions.

Most men, if treatment is taken before malignancy has developed, can be successfully NON-SURGICALLY treated for Glandular Inflammation. If the condition is aggravated by lack of treatment, surgery may be the only chance.

NON-SURGICAL TREATMENTS

The NON-SURGICAL treatments afforded at the Excelsior Institute are the result of 20 years research by scientific Technologists and Competent Doctors.

The War brought many new techniques and drugs. These added to the research already accomplished has produced a new type of treatment that is proving of great benefit to man as he advances in years.

The Excelsior Institute is devoted exclusively to the treatment of diseases of men of advancing years. Men from all walks of life and from over 1,000 cities and towns have been successfully treated. They found soothing and comforting relief and a new zest in life.

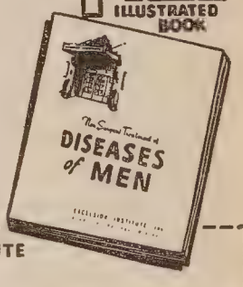
EXAMINATION AT LOW COST

On your arrival here, Our Doctors who are experienced specialists, make a complete examination. Your condition is frankly explained to you with the cost of treatment you need. You then decide if you will take the treatments needed. Treatments are so mild that hospitalization is not necessary—a considerable saving in expense.

RECTAL COLON
Are often associated with Glandular Inflammation. We can treat these for you at the same time.

Write Today for Our FREE ILLUSTRATED BOOK

The Excelsior Institute has published a New FREE Book that is fully illustrated and deals with diseases peculiar to men. It gives factual knowledge and could prove of utmost importance to your future life. Write today for a copy of this important Book.



EXCELSIOR INSTITUTE
Dept. 4077
Excelsior Springs, Mo.
Gentlemen. Kindly send at once your New FREE BOOK. I am _____ years old

NAME _____

ADDRESS _____

TOWN _____

STATE _____

CONTRADICTION of data on Denver & Rio Grande Western narrow-gage lines that appeared in *Mail Car* (Oct., page 63) comes from Stanley D. Crews, Box 63, Waynesboro, Tenn., who writes:

"A reader stated: 'These lines were abandoned last January 1: Salida-Gunnison-Sapinero, 98.9 miles; Gunnison-Crested Butte, 27.7 miles; and Gunnison-Castleton (Baldwin), 15.4 miles.' Here are the facts: On Dec. 9, 1953, the ICC gave the road permission to abandon those lines, but the actual abandonment will not take place until early in 1955, according to a letter I received from George F. Dodge, director of public relations, D&RGW.

"The Durango-Silverton narrow-gage passenger service is operated daily except Tuesday and Saturday •

NORFOLK & WESTERN'S big new steam turbine locomotive, described and pictured in our September issue, has been named the *Jawn Henry* for the folklore character, reports Raymond Gough, 266 Clinton Ave., Jersey City 4, N. J. •

SOME READERS would like to frame the new large covers of *Railroad Magazine,* but not with lettering printed on the pictures, as was the case with the first three large-size issues, we learn from L. D. Gale, Box 870, Beloit, Wis. Our new policy, effective last month, is to keep our cover pictures free of lettering. •

CAMELBACKS may still be seen at a few places, aside from the one in the new Baltimore & Ohio museum at Baltimore, Md., comments Bruce Bente, 186 Liberty Rd., Englewood, N.J.

"I saw 15 Jersey Central 4-6-0 Camelbacks stored at Elizabethport, N. J., last August," he writes. "Also one 0-6-0. The last Camelback run was a fantrip over the Jersey Central on July 11, headed by 4-6-0 No. 774.

"As I write, there are three Pennsy L-1 Camelbacks stored at Borden and 25th in Long Island City, N.Y., and two more close to the electrics' engine terminal near Long Island Boulevard in that city. I was amazed to see also in the engine terminal two Pennsy DD-1's (4-4-0 plus 0-4-4). I had thought the type was extinct." •

JOE EASLEY'S track-motor picture on page 58, drawn from an old photo, shows Dr. Smith, Canadian Pacific medical officer; Harry McLeod, division engineer at Medicine Hat; C. S. Maharg, superintendent, and Arnie Olson, roadmaster.

Mr. McLeod, now living retired at Vancouver, B.C., tells us: "This converted Ford auto was used as an inspection or transportation car on the rails. Numbered 23, it was operated under train orders. Dr. Smith converted and used it to cover his extensive territory, the Medicine Hat Division. Roads and trails in those days were primitive, and train service was inadequate for medical needs. So the doctor had the auto equipped for day and night operation as a rail-car for his own use on company business.

Later he turned it over to the railway to serve as an inspection car. •

BRITISH RAILWAYS' current winter schedule reflects more mileage per week and more speed-ups than any other post-war winter schedule, the total mileage being nearly four million. Altogether, 47 trains run non-stop between large towns at an average speed of 60 mph or more, compared with 27 trains last winter. British use of diesel and electric power is increasing.

BACK IN THE DAYS — Harry C. Temple

Along the right-of-way up at the east switch.

In sharp contrast to Great Britian's progress, the Pennsylvania Railroad applied to the New Jersey Public Utilities Commission for permission to cut its winter schedule by 20 trains less than last winter's, laments Granville Thomas, 3058 West Ave., Ocean City, N.J.

One of the trains the Pennsy wants to drop is the *Nellie Bly*, the through New York-Atlantic City express, named for a famous newspaper writer.

Says the *Atlantic City Press:* "It is bad news for Atlantic City that the resort may lose the *Nellie Bly*, the train which has been for so long the only direct railroad link between this city and New York. . . . Atlantic City would like to see railroad travel increase. If enough visitors used the railroads, the parking problem would be less vexing. If individuals weary of bucking traffic—even on the mighty new super-highways—went back to riding trains, the railroads would be encouraged to improve their service still further."

Few passenger trains have been named for women. Aside from the *Nellie Bly*, we cannot think of any except the N&W's *Pocahontas*, the GM&O-Alton's *Ann Rutledge*, and the KCS's *Southern Belle*. The Central of Georgia's *Nancy Hanks*, oddly enough, was given the maiden name of Abraham Lincoln's mother only because it happened to be the same as that of a noted racehorse.

Does any reader know of other female-named trains? •

CANADIAN material should be given a better break in *Railroad Magazine*, according to Norman Bauer, 1024 Windsor Ave., Windsor, Ont., Canada, who writes: "After all, the Canadian National is the continent's largest rail system, with the Canadian Pacific not far behind, and both have equipment inferior to none."

We have never slighted our Canadian friends. Our editorial policy calls for the use of Dominion material in every issue. Currently, we are running "Montreal Carways," written by an American, and "Slow-Motion Switcher," authored by James V. Deragon, 25 Lamarche St., Gardenvale, Que., Canada, not to mention Canadian departmental items. •

NEVER-NEVER ROAD. There is no longer a Lachine, Jacques Cartier & Maissonneuve Railway. There never has been. At least, it never went into operation, though it was chartered 45 years ago. To make the story even more weird, this little road that never was, is currently in the news because it is no longer an existent railroad.

The enigma is explained by the *Canadian National Magazine*. The LJC&M was a branch of the Grand Trunk, which formed it—on paper—to gain access to the Maissonneuve industrial district of Montreal. It was to be built from Lachine to Montreal north of Mount Royal.

The line was granted time extensions for its construction in 1911, 1914, 1917, and 1919. Even with all those reprieves, it was never built. Then the Canadian Government took over the Grand Trunk, which later became part of the Canadian National system. The Canadian Northern also became part of that system. Since it already had a line through the territory that the LJC&M had been intended to serve, the unborn paper railway was deemed no longer a necessity.

However, it remained a separate corporate body until last June, when the big CNR absorbed the identities of the shadowy little LJC&M and several other roads. Thus the ghostly Lachine line faded into oblivion without ever having driven a spike or turned a wheel. •

BLINDED by a drunken youth who fired a load of buckshot into his engine cab, a retired engineer, John H. Lynch, 420 S. 4th St., Danville, Ky., is now spending his twilight years with his wife, memories, and railroad hobbies.

The tragedy occurred October 7, 1933. Lynch was pulling an Illinois Central train of oranges and grapefruit near the Kentucky-Tennessee state line when he was attacked for no reason he knows of. That ended his rail career.

"I am not completely blind," he says. "The sight of my left eye is gone, but I can still see a little with my right eye. My wife does all my reading. She also explains details of pictures."

The old hogger, now 73, finds solace in his picture collection. He is interested in photos of old steam engines and especially pictures of train wrecks, airplane wrecks, and ship wrecks. He would be grateful to any reader who might send him such pictures. Also back numbers of *Railroad Magazine*.

"I have some photostats of old timetables, too," he says, "and old seniority lists of engineers on the Southern's Knoxville Division, including that of the ETG&E Railway from 1841 through 1941. That road had no conductors until after the Civil War ended, the engineer doubling as conductor. I have the ETG&E conductors' list from the very beginning, 1865. First on the list was Capt. Sam Toms. I fired passenger en-

Men Between 18 and 55
Mail Coupon Now for my TWO
NEW FREE BOOKS
About Present-Day and Future
OPPORTUNITIES in WELDING

Train at Home, in Spare Time, for a Good Future—a Job or Business of Your Own

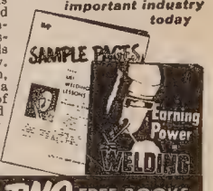
Jobs in this field pay $2.25 to $2.50 an hour and more, with extra benefits, such as paid vacations, insurance, and pension plans. My graduate Raymond Masek, indeed, makes $6,000 to $7,500 a year, and many others are also doing splendidly. So get my two new FREE books about the booming opportunities in welding, and investigate for yourself how you may be able to cash in.

E. P. SORENSEN
E. P. Sorensen, famous trainer of men for industry, stands back of your welding instruction all the way through, and offers placement service when you finish.

It's the Coming Trade

Important in every important industry today

Here is the point: Welding is fast replacing the old-fashioned methods of cutting, joining, repairing and processing metals. As a result, in industries of all kinds, welders are desperately needed—as the classified ads in any major newspaper will show. Also, in your garage, or on the farm, there are opportunities to open a business of your own, and be rid of straw-bosses forever. Men trained the practical way I train them are making good. Maybe you can, too. Certainly, you owe it to yourself to clip the coupon now, and find out.



MAIL COUPON TODAY FOR TWO FREE BOOKS

UEI has trained men for industry since 1927

E. P. Sorensen, Pres.
UTILITIES ENGINEERING INSTITUTE, Dept. WAY-1
2523 Sheffield Ave., Chicago 14, Ill.
Yes! Rush free books on Welding. No obligation.
NAME ..... Age .....
ADDRESS .....
CITY ..... Zone or County ..... STATE .....
[ ] Check here for special information if under 17.

Be a Detective
Make Secret Investigations
Earn Big Money. Work home or travel. Fascinating work. Experience Unnecessary. DETECTIVE Particulars FREE. Write to GEO. P. F. WAGNER, 125 W. 86th St., N. Y.

RUPTURE
RELIEF...OR YOUR MONEY BACK
Users say it's the best ever, widely copied never matched. Unconditionally guaranteed. Write for free book

WEB TRUSS CO., Dept. AM-1 Hagerstown, Md.

mechanical hypnotist
New "Pocket Size" invention, enables YOU to cause trance to self or others. Complete with instructions and Hypnotic secrets.
Send only $2.00 to . . .

Click Products
Dept. R F-G.P.O. Box 1312 • New York 1, N. Y.

BORROW by MAIL!
$50 to $600 COMPLETELY CONFIDENTIAL!

It's fast! It's entirely private! Yes, regardless of where you live, if you are steadily employed you can get a quick cash loan from Postal Finance Company entirely by mail. No Agents will call on you. No endorsers required. Repay in small monthly payments to fit your income. Your employer, relatives, tradespeople and friends will not know you are applying for a loan. RUSH COUPON for information and Money Request Form sent to you free in plain envelope. No obligation. Act today.

POSTAL FINANCE CO., Dept. 104A
200 Keeline Bldg., Omaha, Nebraska
Please rush FREE information and Money Request Form.
NAME .....
ADDRESS .....
TOWN ..... STATE .....
OCCUPATION .....
AGE ..... AMOUNT YOU WANT TO BORROW $.....

gines in his crew through the year 1901.

"Early in the 1890s I began railroading as a station helper on the old Memphis & Charleston at $1.50 a month, doing such jobs as putting up semaphore lamps on order boards and switch stands. Later, I cooked meals in a caboose for the freight crew on the run between Stephenson, Ala., and Memphis, Tenn. Now and then Casey Jones would come into the Memphis depot. I *heard* his train pull out of Memphis on the drizzling night of his 'trip to the Promised Land,' but it was too dark for me to *see* it.

"The year 1903 found me running on the Southern's Knoxville Division for $3.50 a day, 12 hours, no overtime. Later I switched for the Illinois Central on the New Orleans docks and ate enough Central American bananas to kill a mule. We would brush the tarantulas and centipedes off the fruit into the water." •

H. W. Pontin, Rail Photo Service

Great Northern's electric-powered *Cascadian* leaves Cascade Tunnel.

V&T DEPOT at Carson City, Nev., has *not* been turned over to the Masons, despite C. B. Gordon's statement to the contrary in September *Mail Car,*" writes Allen Beck, 1253 Nixon Ave., Reno, Nev. "This depot is owned by the Ogden Mills Estate (see Lucius Beebe's article) and is in the process of being sold to the Nevada State Historical Society.

"Incidentally, V&T engine No. 27 and the last cars to run over the now-abandoned line may be seen today in the roundhouse at Carson City. This equipment has been bought by the Society, which is seeking a permanent display place for it." •

FOUR NAMES. A *Mail Car* item (Oct., page 7) referred to a town that had four names over a period of many years. James C. Caldwell, 210 W. 14th St., Rushville, Ind., comments: "A community near my home not only has had four names but all four of them are used today. The town is called Reedville by the B&O and the now-abandoned Indianapolis & Cincinnati Traction Co. (later Indianapolis & SE), while the Highway Department dubs it Carrolton; and James Whitcomb Riley, in a poem, referred to it as the 'little town of Tailholt,' a name still current among many people. The Post Office calls the town Finley. •

90 YEARS ago last August 28, a train pulled out of Chicago hauling a vehicle that looked like a cross between a boxcar and a passenger coach. It was a Railway Post Office car bound for Clinton, Iowa, and it started a service that was to revolutionize Uncle Sam's system of carrying and distributing the mail.

Today, the railroads of America provide about 2,600 RPO cars for daily mail service over the 137,000 miles of track designated by the Post Office Department as mail routes. Engaged in this service are 14,500 postal workers, plus nearly 50,000 railroad employes assigned to handle the mails in stations. Besides the RPO cars, the railroads have a fleet of 11,500 baggage and express cars available for moving mail.

The railroads receive less than one-eighth of a cent for moving the average letter. Average distance covered by first-class intercity mail is 502 miles. •

FRANCE HEARD FROM. "I would like to contest your note in *Mail Car* (Sept., page 7) about the world's longest daily non-stop train run," writes Jacques David, Conoeil de l'Europe, Strasbourg, France. "The *ABC Railway Guide* states that all trains bound for Edinburgh, Scotland, stop en route at Newcastle, England, and all trains need more than 6½ hours—namely, 7 hours and 52 minutes.

"I claim the record in Europe for the *Sud Express* running non-stop between Paris (Austerlitz) and Bordeaux (St. Jean), 361 miles, in five hours and ten minutes. The top speed is 100 miles per hour. Traction is done by an electric 202 of the Southwest Region of the SNCF (French nationalized railways). Is this also a world record?

"I enjoy your magazine, but wish you would think more of the many young people wanting information about railroads of the past. The story of an old line is, to such people, including myself, more interesting than the story of a boomer.

"I want to swap railroad booklets, magazines, newspapers, etc., with readers in the United States and Canada. In exchange for North American facts I will give information on European railways." •

THE SOUTHERN'S tunnel beneath the northern reaches of Missionary Ridge in Tennessee, scene of a famous Civil War battle, has been virtually abandoned. Trains are now routed around the ridge in the interest of progress and efficiency. "Pretty soon the tunnel will fall completely silent," comments the *Chattanooga Times,* "and perhaps it will be then that one, listening closely, will catch the ghostly echoes of the whistles on steam locomotives long since scrapped or the Rebel yells of men long since dead." •

TP&W HAS OPENED a new historical museum, named the Tee Pee, at Effner, on Route 24, near the Illinois-Indiana state line. This building houses many interesting exhibits of relics from the Toledo, Peoria & Western. •

SOMETHING NEW. Rail competition is responsible for the drastic cutting of bus service on The Short Line, which serves Newport, R.I., we learn from the *Newport Daily News.* The Interstate Commerce Commission refused to permit the sale of the bus company. Alfred DeMaris, company owner, is quoted as saying: "The ICC decision, plus the fact that week-end passenger train service has been inaugurated between Newport and New York City by the New Haven Railroad, made the curtailment inevitable." •

BRITISH SUBSCRIBER Isaac Kirkham, *Santa Fe*, 206 Furlong Rd., Tunstall, Stoke-on-Trent, England, writes: "I like your new large-size magazine. Stories by the old hands are good, because railroading in most places has lost its glamour with the passing years. It is through such tales that we try to recapture some of the bygone spirit.

"The latest engine built by Crewe Works is a Class 8 Pacific passenger hauler, named the *Duke of Gloucester*, No. Y1-000. She is the first of her class and, although of standard design, has three cylinders and poppet valve gear. She also has a double stack, which appears to be a departure from normal in British standard designs." •

"PEANUT BUTCHER," Leo Stanley's true tale in our October issue, stirred memory's pool for Dawson E. Blome, 1112 Spring St., Reading, Pennsylvania.

"I, too, used to be a peanut butcher," he recalls. "I hired out for the job in 1897 when I was 16, depositing $10 with the Union News Co. as security, and promptly went to work on the old Wilmington & Northern (now PRR). Weekday business usually was poor, because the riders were mostly local people, but on Sundays I did well. I would take out 200 Sunday papers and sell them all to the crowds waiting at each station. Naturally, I had only a few minutes to sell, and I worked fast, but now and then a customer would mistakenly pay me for a paper he didn't get.

"The W&N, 72 miles long, had 73 stations, including three in Reading, Pa., and three in Wilmington, Dela. My superintendent, A. G. McCausland, would not let me sell anything on the trains on Sunday except newspapers, probably because of his strict religion. But I did sneak occasional sales of cigars and cigarettes to the passengers on the Sabbath, without letting even the crew know it. If I had been caught, I would have been barred from the W&N forever. After being employed for some time as a news butcher, I went braking on the Philadelphia & Reading." •

RAILROAD RETIREMENT bill signed by President Eisenhower a few months ago increased monthly railroad retirement benefit for some 36,000 persons, retroactive to 1951. The bill, now a law, specifically permits payment of both railroad retirement and social security benefits where the beneficiaries had paid into both funds. Formerly only one type of benefit could be received.

Readers interested in this subject can get further details from the National Railroad Pension Forum, Inc., 1104 W. 140th Place, Chicago 43, Ill., which publishes bulletins. •

FIRST refrigerator car operated in Canada was placed in service in 1895 by the Grand Trunk (now part of the Canadian National), according to J. L. Townshend, CNR's general supervisor of perishable traffic.

"This," he says, "made possible new opportunities for the development of Canada's fisheries and agricultural industries." •

ZULU CAR. Ejler Jakobsson's article, "Treat Your Horse to a Train Ride" (August issue), had a special meaning for Mrs. Carrie E. Sackriter, Box 52, Meadow Vista, California.

"In 1946," she writes, "while living in southern California, my mother and I found it necessary to move north to Placer County. In addition to household goods, we had a black pony named Jim, a red cow named Bonnie, and two police dogs, none of which we would part with. Although our finances were strained to the breaking point, I managed to rent a boxcar from the Santa Fe. I was then 58, my mother 77. Neither the horse nor the cow had ever seen a train before.

"After miles of red tape, the car was placed on a siding for us. Unaided, I nailed in some 2x4s, had hay and straw delivered, and installed a barrel filled with water. We had nothing but rope halters to hold the horse and cow. But finally I told the train crew we were ready. Our household goods, our beasts, and our ancient Ford were in this zulu car, as they call it. I stood in the middle holding Jim's halter with my right hand and Bonnie's with my left. Mother sat beside me. Thus the train started on its way.

"It was quite a trip. We came on a fruit train and really made time. Newspapers all over the country gave us front page write-ups, and the radios blared the news of what we were doing. Everywhere we stopped, photographers showed up to take pictures of us. Back in Indiana my husband had been a railroad telegrapher and a reader of *Railroad Magazine* since 1909, so I felt pretty much at home with clicking rails under my feet." •

SAVE 75% ON WORK CLOTHES!

SURPLUS STOCK FROM MID-WEST SUPPLY FIRM! Terrific values you've got to see to believe!

SHIRTS 79c
Made to sell for 2.99! Now Only 4 for $2.99
What a buy! 4 for the price of one! These shirts, though used, are washed, sterilized and ready for long, tough wear. In blue or tan.
Send name, address, neck size.

PANTS to match 99c
Sold for 3.95 now only . . . . .
Unbelievable Bargains! *Send waist measure and inside leg length.* 4 for $3.75
COVERALLS . . . wear 'em used and save plenty! Originally 5.95. Now only $1.95
Send chest measurement. 3 for $5.75

SATISFACTION GUARANTEED! Your money back if you can beat these bargains anywhere! You can't lose so order TODAY for immediate delivery! Pay postman or send money with your order and save postage. $1.00 deposit on C.O.D. orders.

GALCO SALES CO. Dept. 401
7120 Harvard Ave. • Cleveland 5, Ohio

LAW . . .

STUDY AT HOME Legally trained men win higher positions and bigger success in business and public life. Greater opportunities now than ever before. More Ability: More Prestige: More Money We guide you step by step. You can train at home during spare time. Degree of LL.B. We furnish all text material, including 14-volume Law Library. Low cost, easy terms. Get our valuable 48-page "Law Training for Leadership" and "Evidence" books FREE. Send NOW.
LASALLE EXTENSION UNIVERSITY, 417 So. Dearborn St.
A Correspondence Institution Dept. 159L Chicago 5, Ill.

RUPTURED
BE *FREE* FROM TRUSS SLAVERY
NOW there is a new modern **Non-Surgical** treatment that permanently corrects rupture. These **Non-Surgical** treatments are so certain, that a Lifetime Certificate of Assurance is given. Write today for our New FREE Book that gives facts that may save you painful and expensive surgery, and tells **how non-surgically** you may again work, live, play and love and enjoy life in the manner you desire. There is no obligation.
Excelsior Hernia Clinic Dept. 2305 Excelsior Springs, Mo.

Nasal Congestion Associated With Head Colds May Cause Symptoms Of
SINUS
ASTHMA, HAY FEVER.
Amazing New Treatment—FREE TRIAL
Thousands have received amazing, fast relief with this sensational, new treatment, from symptoms of hay fever, asthma, sinus headaches, pressure in forehead, soreness in eyes, cheek bones, top of head, back of head and down neck, when caused by nasal congestion. Write for 7 DAY FREE TRIAL, POSTPAID, no cost or obligation to try it except; it is agreed you will mail it back, postpaid at end of trial period if not amazed with results.
National Laboratories, Dept. S100, Galt, Calif.
Offer not good in California.

PHOTO BARGAIN
Have you a treasured picture you would like to keep? We will make a large 8x10 matte finish gold toned photo in a beautiful folder from your old photograph or negative—your original returned undamaged.
ONLY $3.00
Keep your cherished memories bright—your parents, your baby, your family group.
Just send negatives or pictures to us with $3.00 cash or money order—we pay postage. Duplicate pictures $1.00.
SEND YOUR PICTURES OR NEGATIVES TODAY
PODELL STUDIOS, INC.
441 PLYMOUTH CT. CHICAGO 5, ILLINOIS

Railroad lines in the United States today.

Books of the Rails

ARCATA & MAD RIVER: 100 Years of Railroading in the Red Wood Empire, by Stanley T. Borden, The Western Railroader, Box 688, San Mateo, Calif., 38 pages, paperbound.

ON DECEMBER 15, 1854, the Union Wharf & Plank Walk Company was incorporated, and so began the history of what was to become the Arcata & Mad River Railroad. The new line was only two miles long, mostly trestle over the mud flats separating Humboldt Bay wharf from Arcata, Calif., and horses pulled the cars over eccentric 45¼ inch wooden rails.

When the gold rush that had begotten it petered out, the boom in lumber kept the little line going and has continued to, off and on, ever since. In its great days, A&MR had 12.9 miles of narrow-gage track. Then, in 1933, the depression forced the abandonment of the road, apparently for all time. But with the coming of World War II, A&MR came to life again, though changed almost beyond recognition. Its length had shrunk to little more than seven miles, its gage was standardized, and the hoot of the diesel was heard in the land.

This is the story that Stanley Borden traces briefly—far too briefly—in *Arcata and Mad River*. A fine collection of period photos as well as locomotive rosters and a map help to fill in the gaps in the text.

A HISTORY OF THE KANSAS CENTRAL RAILWAY, 1871-1935, by Harold Crimmins, Emporia State Research Studies, Kansas State Teachers College, Emporia, Kans., 34 pages, paperbound.

LIKE MANY other railroads of its time, the Kansas Central came into being with a glorious dream of a 600-mile railroad empire west of Leavenworth. Eleven years later, it reached Miltonvale, 165.39 miles away, but by then the dream had crumbled into the prairie. Not long after, the line was absorbed by Union Pacific, becoming the Leavenworth Western Branch, and in 1935 it was abandoned. Mr. Crimmins records the facts, but his style is not lively.

THE STORY OF NEW STREET, by F. W. Grocott, British Railways, 64 Cardington St., London N. W. 1, England, 1s., 16 pages, paperbound.

A RECORD of the development of Brimingham's New Street Station, which recently celebrated its centennial. Apparently New Street didn't have a very interesting history, though the photos sometimes suggest otherwise.

THE THIRD WOODHEAD TUNNEL, by George Dow, British Railways, 64 Cardington St., London N. W. 1, England, 1s., 6d., 28 pages, paperbound.

CONSTRUCTION work on the third tunnel linking Woodhead and Dunford Bridge was completed last spring. Mr. Dow's interesting pamphlet details this project, with a brief history of the other two tunnels.

MERIDEN, WATERBURY & CONNECTICUT RIVER RAILROAD, by Glover A. Snow, Transportation, Connecticut Valley Chapter, National Railway Historical Society, Roger Borrup, Warehouse Point, Conn., 42 pages, paperbound, $1.10.

AN INTERESTING and spirited account of a short-lived Connecticut short line. This line came into being in the 1880s because its sponsors felt the bigger roads like the New Haven (then the Consolidated) were charging unfair and discriminatory rates. For a few years the MW&CR did its job well, but public apathy and a directorship which valued profits at the expense of maintaining brought it into New Haven control around the turn of the century. Besides some excellent photos there are rosters of engines and rolling stock.

ELEMENTS OF RAILWAY SIGNALING, Handbook 50, General Railway Signal Co., Rochester 2, N.Y., $3.50.

A CONCISE, clearly written technical introduction to the elements of railway signaling—everything from simple track relays to interlockings, CTC, and automatic car classification. The diagrams are clear and detailed, the photos are good.

THE GREAT NORTHERN announces that it has thrown open its files to Drs. Ralph W. and Muriel E. Hidy of the Business History Foundation, Inc., who will undertake an objective, documented history of the company and its predecessors. The book should be completed somewhere around 1962. History, as Emerson once pointed out, is the lengthened shadow of a man. We hope the authors don't lose sight of the human beings in their travels through the labyrinth of annual reports.

SLOW-MOTION

(Continued from page 24)

THE ENGINE dubbed Slow Motion had been at it for three hours that night with scarcely a rest for her stubby drivers. Right after ten o'clock an extra rolled in from the north with fifty cars of merchandise, including two loads of high explosives. Tim's goat broke up the train and handled those loads of TNT like eggs under the great floodlights as he herded them onto the west house-track. The yard hogger held his engine there while another switcher, the 2760, booted a string of thirty coal hoppers down the lead track, her exhaust snapping hard in the night. When they had passed, Tim eased out of the house-track, trundled back for another cut of cars, and picked up two tankers of gasoline for the National Oil siding.

Behind him, the first leering gremlin showed up. Number 2760 pulled a drawbar on the string of hoppers, splitting it in two right out on the main stem. Tim watched the frenzied crew chaining up the broken section and watched 86, the *New York Express,* her headlight illuminating the scene. Then a deep booming whistle from the north announced the arrival of yet another freight from Buffalo.

Tim shook his head. There'd be the devil to pay tomorrow for stabbing 86, to say nothing of the problem concerning the extra from Buffalo. He could see the outline of her engine, standing up near the north lead, with her headlight dimmed, waiting.

Tim and the Slow Motion waited, too. Everything was blocked until the hoppers cleared the main, and that took another fifteen minutes. He listened to the *New York Express* thunder away, her whistle blasting hoarsely as her spinning wheels burned the steel and drummed over the spidery Hannibal River trestle down at the end of the yards.

The yard hogger let out three raps of his own whistle and started back. He hadn't gone a hundred yards before Mallinson swung into the gangway as the engine rolled by. The Y. M. was breathing hard when he hit the deck.

"Where you goin' with these tankers?" he roared. "Stop her, Callahan, and set a binder till I see what gives."

The engineer's hand dropped to the E-T handle. "Where do you think I'm going? These tanks are for the National Oil siding."

"Then why in hell are you headin' west with 'em? Their spur is five hundred yards east of here!"

"So it is," said Tim, wiping his hands on cotton waste. "Also, if you'll notice, the front end of this engine is pointing east, too, and the tanks are tied to her tail. So how can I push 'em into a siding?"

Mallinson threw his hat to the deck. "So you waste half the night goin' up to the west end to run around the cars! Why, you halfwit, ain't you ever heard of a drop switch?"

"Sure," said Tim, "but I don't like drop switches, especially at night, and more especially when the cars I'm dropping are full of gasoline. Seems there's been enough excitement around these yards for one night."

"There's gonna be a damn sight more if you don't sharpen up. I've got eighty cars from Buffalo screamin' for a hole while you clutter up the lead runnin' around two lousy tankers." He thrust his fist into a gloved hand. "The most weak-kneed guys in the world are the ones who play it safe." Mallinson turned and swung down.

A lantern arced impatiently, and Tim eased the throttle a couple of notches. The Slow Motion surged forward. Near the oil company's switch the lantern twirled a washout, and they stopped before the switch light.

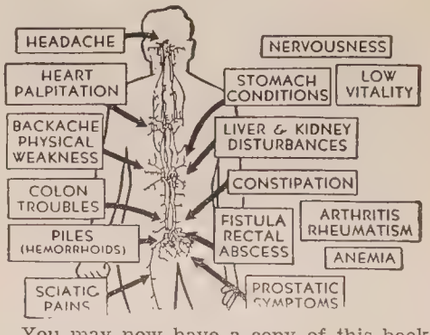
Mallinson strode back from the pilot. "The thinkin' has been all done for this move," he bawled. "I'll look after the switch. Flannery will make the cut, while young Harris rides the tankers in and ties 'em down. Got it?"

Tim nodded. The goat snorted, spun her drivers, and skittered back some two hundred yards from the switch. Ahead, Tim watched. The

COLITIS

Often Accompanies Piles

The McCleary Clinic and Hospital, 149 Elms Blvd., Excelsior Springs, Mo., is putting out an up-to-the-minute, illustrated 140 page book on Piles, Fistula, Stomach and Colon disorders, and associated ailments as shown in the chart below.



You may now have a copy of this book by asking for it with a postcard or letter sent to the above address. It would be helpful in writing you if you would check in the above chart any ailments that have been named by your physician. No obligation so mail the chart with your reply. The McCleary Clinic and Hospital, 149 Elms Blvd., Excelsior Springs, Mo.

New Catalog of 3000 Novelties

Send 10c for amazing catalog of novelties, gifts, live animals, hobbies, fun makers, planes & boats, magic tricks, joke articles, unusual seeds, gadget timesavers, cameras, optical goods, projectors, movies, jewelry, disguises, stamps, coins, puzzles, radios, auto & bike accessories, banks, smokers' gadgets, artists' supplies, printing sets, motors, knives, billfolds, guns, sports, books, games, music, scientific supplies, plants, fireworks, office & household items, etc., from all over world. Rush name, address & 10c now!
JOHNSON SMITH CO., Dept. 308, Detroit 7, Mich.

LEG SUFFERERS

Why continue to suffer without attempting to do something? Write today for New Booklet—"THE LIEPE METHODS FOR HOME USE." It tells about Varicose Ulcers and Open Leg Sores. Liepe Methods used *while you walk.* More than 60 years of success. Praised and endorsed by multitudes.

FREE BOOKLET

LIEPE METHODS, 3250 N. Green Bay Ave., Dept. A-61 Milwaukee 12, Wisconsin

VITAMINS

BUY DIRECT • SAVE UP TO 50%

We offer Vitamins & Vitamin-Mineral combinations at DOWN TO EARTH PRICES. Hudson Vitamins conform with Federal regulations. Money Back if not satisfied.

FREE Catalog shows formula and price. Compare and Save. Write today.

HUDSON VITAMIN PRODUCTS INC.
199 Fulton St. Dept. New York 7, N. Y.

Malayan THROWING DAGGER

BALANCED TO STICK! **$1.98** postpaid

MALAYAN HUNTING KNIFE used for killing game. Exciting target sport. Easy to learn! Fun indoors or outdoors!

Fun, Thrills, Excitement!

EASY TO THROW!

Learn this Sport! Easy to throw accurately with our clear instructions. Beautiful, heavy-duty 10" knife. Tempered steel. Tough, rawhide-bound handle. Rare souvenir, unusual bargain. At sporting goods dealers or send $1.98 to
WHOLESALE IMPORT CO. Dept. Z, 604 Marengo, Alhambra, Calif.

MAKE MONEY WITH

MEN & WOMEN PLASTICS

Learn to make fast-selling Plastic Jewelry, Novelties, Signs, Lamps, Toys, Furniture, Gifts. Amazing new Plastic Home Craft Course for MEN and WOMEN tells and shows how to fabricate, cast, laminate, color, mold, internal carve, etc., in step-by-step words and pictures. Young and old master easily. Only ordinary household tools needed. All plastics and materials for 23 PROJECTS included in course. Course actually pays for itself! START YOUR OWN PLASTICS BUSINESS. Make popular plastics items for EXTRA INCOME! Write for FREE information Today.

FREE BOOKLET

INTERSTATE TRAINING SERVICE
DEPT. C-11-A PORTLAND 13, OREGON

gleaming switch light blinked from red to green, and back again, as Mallinson swung it over a few times to test for stickiness.

The lantern rose and fell once more. Tim sighed, snatched the throttle, and they moved forward. Halfway to the switch, he checked her with a loud jangle of couplers and draft rigging. Flannery, on the rear footboard, jerked the cut-lever. The exhaust roared and the little engine raced ahead of the tank cars.

Tim looked back as his wheels clattered over the points, observing the switch light turn from green to red. The tankers behind him lurched off to the right, with Harris poised at the brake-wheel.

Okay, so Mallinson had pulled it off! Let him be a hero and take the orchids due a rawhider who knows how to save time! Yeah.

A metallic clang, followed by a rapid, heavy series of thuds, jerked Tim around in his seat. He was in time to see the front end of the leading tanker rear into the air like a waltzing elephant, and then his fireman yelled:

"They're on the ground! Lookit that! They're on the ties!"

One thing clicked into Tim's mind with the smoothness of long experience. "The derail! That fool Mallinson forgot about the derail!"

Viciously the lead tanker's wheels slewed across the rails and locked. The car frame and tank body screamed over them, rolled onto the dome, and plowed a ten-foot furrow into the right-of-way. The second car followed, and a comet flash marked a lantern sailing through the air.

"The kid!" yelled Tim. "Harris—"

HE TUMBLED to the ground and things began happening. A spark, or perhaps the lantern, started it.

First a sickening roar, then a mad rush of air, and then red, yellow, and orange geysers of flame stabbed from a mushrooming cloud of black smoke, to fall back into blazing pools, hissing and roaring and spreading out.

A whistle blew. Then another, and another, and all over the Hannibal Yards traffic congealed and straining wheels ground to a halt.

Tim never knew how they found Harris. The young switchman was smoke-blackened, the clothing torn from him in half a dozen places. His eyebrows and the hair on the back of his head were gone, and he moaned piteously as they dragged him clear of the blazing mess and laid him out on a pile of ties beside the track.

Tim trembled with exhaustion. Again he became conscious of the wildfire noise, the fear in men's voices, the distant wailing sirens, and the hungry hot breath of flames, licking out, swallowing.

A small knot of men clustered around Yardmaster Mallinson, still huddled by the switch stand. Tim loped over, shielding his face from the heat as he skirted a blazing pool. He saw a fear-strained Mallinson, with ashen face and eyes that stared when they caught sight of him. The Y. M. pointed at Tim and yelled hysterically:

"He sent those cars in there! He did it on purpose! He was mad clear through when we started the move, actin' like a wild man. He kicked those cars into this at thirty miles an hour. I tried—"

The crowd fell back as Tim drew closer. Tim was a little man, with a little man's fury—a cold fury that iced his words.

"Mallinson, there's a kid lying back there on the ties who may not live another ten minutes. He doesn't know that his rawhiding yardmaster hadn't enough brains to remember about throwing back the derail before calling the move."

The starch and bluster went out of the bull of Hannibal Yards. He nearly collapsed against the switch stand, for only at that moment did he remember the derail.

A new note crept into the tumult. Ten minutes had elapsed since the tank cars sliced through the gravel. Ten fiery minutes that had brought hungry tongues of flame over to the cars sitting on the house-track, the cars placed there earlier by the Slow Motion. The blaze crackled and licked at the big, diamond-shaped placards on their sides. Tim remembered their terse legend: *Explosives! Keep Lights and Fire Away!*

He stumbled back into his cab, and in two shakes his wheels were rolling—not away from, but toward those blazing hulks! From the tail of his eye he saw the dark figures of men scattering.

The goat stopped at the house-track gate, and Tim leaped to the ground armed with a coal pick. He opened the switch, and then he stepped in front of his engine with the pick.

This was the nice touch. Quite in character with Tim Callahan, the little guy who played it safe and took no chances. He whacked that pick into the knuckle pin of the coupler and it flipped up like a grapefruit seed. Then he grasped the knuckle and pulled it clear of its socket. It fell with a thud beside the track, bounding off a tie.

Tim returned to his cab. There he watched the distance close between his front footboard and the burning cars. He felt their heat and he cracked the throttle another notch as the drawbars clanged together.

Now he could push 'em, but with no knuckle in the coupler, he couldn't stay attached to 'em. That was just the way Tim wanted it.

He pulled the throttle back farther, and watched the blazing cavalcade roll down the house-track, split the lead switch, and rock onto the lead-track. He sprayed coal into the firebox. Soon he was back in his seat as the leading trucks swung left again, splitting their second switch, and he led them to the freedom of the main line.

The Slow Motion's exhaust snapped and stuttered, her stubby wheels picking up speed. Smoke fumes whipped back into the cab. Tim coughed and closed the windows. Smoke still eddied in through the ventilators, seeped up through the deck plates, choking and stinging. The yard goat bucked hard.

Tim grabbed the whistle cord, tied it down to the air-gage stem. Her pounding stack threatened to hoist the fire clean out of the box, almost matching the scream of the whistle as she booted her flaming

hotshot toward the end of Hannibal Yards at a speed exceeding the timecard limit, the permanent slow order for Hannibal River bridge, and everything else.

At fifty, Tim saw a blur of lights that told him they were ripping past the interlocking tower. With tensed nerves and an incoherent prayer, he slammed on the throttle and twisted the brass brake valve. Emergency stop!

The engine bucked and skated to one of the fastest halts on record, but the flaming cars kept rolling onto the curve at the head of Hannibal River trestle. There, with screaming flanges, they caromed into the water. A despairing hiss and they slid beneath the oily surface, leaving only whispering wreaths of warm steam to mark their entry.

Tim backed up to the interlocking tower. "Throw the board on Number 15!" he yelled. "Get somebody out on that bridge! There may be a rail turned over."

Then he slumped down on his arm-rest, and didn't even awaken when Superintendent Harris himself helped to carry him to the ground.

TIM SMELLED trouble when he entered the super's office next day. Mallinson was there. So was Flanagan. Also Trainmaster Hinton, and old Bob St. John, the chief of motive power, with some other men unknown to him.

The session didn't last long. In fact, Tim felt sure it was the swiftest investigation on record. Feet shuffled toward the door. Mallinson said very little. He accepted a three-month suspension with a sigh of relief and clutched at the chance of remaining in Hannibal Yards at the end of that time—as a switchman.

Harris pointed at Tim. "Stick around, will you? I want to talk with you."

And then they were alone. The big office clock on the wall ticked loudly. The superintendent asked, "Cigarette?" The engineer took one and thumbed his match.

"That was a nice piece of work, Callahan. We had enough trouble with the fire. God knows, but if those explosives had let go—"

He made a gesture and straightened in his chair.

"Off the record, now," he asked, "how did you ever decide to take such a chance? You're the one they call cautious. Suppose those cars hadn't gone off the bridge? Suppose they had carried right on down the line? You were close on Fifteen's time there. How about it?"

Tim's face worked with emotion. "I didn't take a chance there at all, Mr. Harris. My brother was killed right at that bridge . . . fifteen years ago . . . before you came to this division. I was just a kid then, but I'll never forget it. I was fishing from the south bank that day and I saw the whole thing. They'd been making a drop switch with this caboose up on the lead and somebody muffed it." The little hogger drew a hand across his brow. Then he went on: "The crummy got away. She'd built up to thirty miles an hour when she hit the curve at the bridge, and she slid right over and into the river. My brother was riding that crummy, Mr. Harris. That's one reason why I don't like drop switches."

Tim took a drag on his cigarette and feathered smoke to the ceiling.

"But as far as takin' a chance last night—well, I didn't. I knew that by slapping the boots to those cars they'd go over the side—just like my brother's caboose."

Harris sat there nodding his head slowly. The clock ticked for ten seconds before he spoke again. Then he got to his feet and placed a hand on Tim's shoulder, pointed at the window.

"Look down there!"

The Slow Motion stood on one of the near tracks, smoke whisping lazily from her stack. Two figures in overalls were busy on the back wall of her tender, rubbing out those offensive chalked words. Tim really felt good. He smiled and grasped the superintendent's hand.

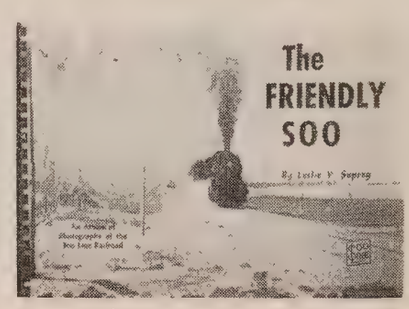
The Old Man's keen gray eyes twinkled. "Any time you're ready, we can talk about the road run."

"I'm ready right now," said Tim. ●

"THE FRIENDLY SOO"

An Album of Photographs of The Soo Line Railroad

BY LESLIE V. SUPREY



At last a photographic story of The SOO LINE. A beautiful new album containing a complete story of steam and diesel from their first "Eight Wheeler" to their modern steam and diesel trains. A big 10" x 14" album printed on glossy paper on one side only with pages easily removed for framing. For a complete story of The "SOO" this is the album for you. $1.50 postpaid.

Order Direct To

"THE FRIENDLY SOO PUB. CO."
Box 54
LEONARD, MINN.

EXPERT DICE
CARDS, INKS, etc.
STRONG! RELIABLE!
FREE CATALOG—Send for it Today!
O. C. NOVELTY CO., Dept. 2
1311 W. MAIN, OKLAHOMA CITY 4, OKLA.

X-RAY MIND

Dangerous power. Like Yoga, hypnotism, telepathy, psychology—**all combined.** With this unequalled power, men and women have ruled kings, influenced **anybody** they wanted to, amassed fabulous wealth. (Inquire first. Send 10c.)

KRISHNAR INSTITUTE
P.O. Box 842-M2 Escondido, Calif.

VANISHING CIGARETTE TRICK

HAVE FUN WITH MAGIC!

Borrow a LIT cigarette—then vanish it into thin air! An easy-to-do trick! Send only 50c for the VANISHING CIGARETTE TRICK and we'll include free our large catalog of 500 other amazing tricks and party jokes. Satisfaction Guaranteed.

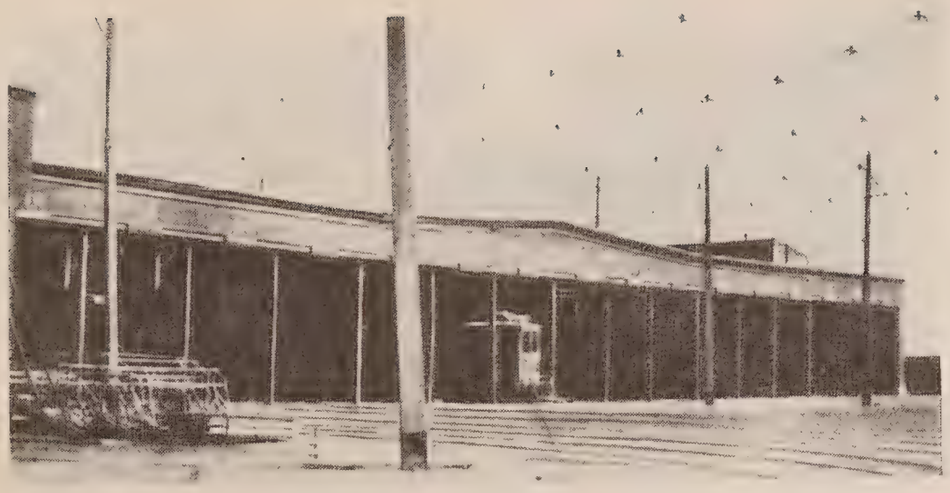
D. ROBBINS & CO., Dept. V-38
127 W. 17th St. New York 11, N. Y.

RUPTURED?

Get Relief This Proven Way

Why try to worry along with trusses that gouge your flesh — press heavily on hips and spine—enlarge opening — fail to hold rupture? You need the Cluthe. No leg-straps or cutting belts. Automatic adjustable pad holds at real opening — follows every body movement with instant increased support in case of strain. Cannot slip whether at work or play. Light. Waterproof. Can be worn in bath. Send for amazing **FREE** book, "Advice To Ruptured," and details of liberal truthful 60-day trial offer. Also endorsements from grateful users in your neighborhood. Write:

Cluthe Sons, Dept. 15, Bloomfield, New Jersey



Years ago, Montreal Tramways cars were too busy to spend much time at this sixteen-stall barn, built in 1898. Note pile of fenders at left.

MONTREAL

(Continued from page 40)

street car lines began expanding rapidly, despite the difficult winter operating condition and routes on which grades are sometimes as steep as 13 per cent, and 10 per cent grades are not uncommon.

In its growth, the city extended northward from the St. Lawrence River, up a series of terraces to the base of Mt. Royal, and around the flanks of the mountain, until today a solidly built-up area encircles the mountain and extends for some distance beyond it. Montreal's streetcar lines expanded with the growing city, or preceded it even, making it possible for people to live farther from their places of work. With the introduction of the flat-fare principle, fast and cheap travel was provided to distant points.

By 1910, Montreal's 600,000 population was serviced by 500 streetcars. New lines continued to be built, equipped with such innovations as multiple-unit control, pneumatic folding doors, and various safety devices which increased their dependability under severe operating conditions.

By 1911, there were four electric streetcar systems. But that year, an act of the Quebec Legislature created the Montreal Tramways Company, which acquired the four companies then in existence for the purpose of establishing a unified system of transportation to meet future requirements of the rapidly growing metropolis. A good thing too, since in the past forty years the population has more than doubled.

MONTREAL'S business district is confined between the mountain and the river, a distance of about one and a half miles—on different levels. To complicate things further, the checker-board street pattern of most United States cities is absent in Montreal. Here streets are laid out in thousand-foot-long north-south blocks with short east-west blocks two- to four-hundred-feet wide.

Thus, very few main thoroughfares are available for transit operation. Routes entering the business district overlap and share the same track facilities. Some sections of track in the downtown area boast a service of twenty-four seconds headway. This calls for the most intensive working at key intersections—like St. Catherine and Bleury streets. Streetcars pass in all directions over this intersection at the rate of 410 per hour during the morning rush.

Automobiles and buses (gasoline, diesel, and trolley) also crowd the narrow streets. Buses were introduced in Montreal in 1925, and the number has steadily increased ever since. March, 1937, saw the first modern trolley bus rolling through the city—the first in the whole Dominion of Canada, for that matter.

A trial had been given an early type in both Windsor and Toronto as far back as the 1920's, but it was felt that mass transportation at rush hours could more efficiently be done by streetcars. Larger buses with their greater maneuverability have done a lot to alter this opinion.

Now the Transportation Commission is planning to replace all streetcars by 1955. But will trolleys be done for in Montreal? Not at all.

Big, lusty, cosmopolitan Montreal, the Paris of the New World, is going underground—at least the streetcars are. Plans are being prepared for a rapid-transit system, a subway, to run east of the mountain and then northward from the central business district.

And so, in a few years, along St. Denis way, an estimated 265,000 passengers per day will still ride the trolleys—underground. ●

W. C. Whittaker

San Francisco's Market Street Railway greeted the 1937 Holiday Season garbed in icicles, greens, and a loudspeaker for playing carols.

TRANSIT TOPICS

by STEVE MAGUIRE

Steve

THOSE FORMER Pacific Electric cars can still outrun the Metropolitan Coach Lines buses almost any day of the week, and there's a series of tests by the California State Public Utilities Commission to prove it.

The tests were made recently during a single week in connection with the MTC's application to substitute bus for rail service between Los Angeles and four outlying communities. They were something to delight any juicefan.

On the Bellflower run the tests were made during the peak of the morning rush, an off-peak hour, and the afternoon rush. The train outdistanced the bus on the run to Sixth and Main by one minute, eight minutes, and seven minutes.

Nobody should have been surprised. Earlier that week between Watts and Los Angeles, the train had come out on top twice, and tied the third. But the big red cars hadn't finished showing their stuff. A few days later, on the Los Angeles-Long Beach tests, the electrics again bested the buses at every try.

Only on the San Pedro run was there any cause for embarrassment. There the buses beat out the electric cars three to two. An express bus leaving San Pedro at rush hour took one hour and one minute, with 23 simulated passenger stops, to the train's one hour and nine minutes.

The local bus on a different route, 2.7 miles longer, making 36 stops, took one hour and 13½ minutes to the rail local's one hour and 16 minutes. But on off-peak runs, the bus lagged a half-minute behind the fast electric cars. During the evening rush, the express bus beat the express train by four minutes and 35 seconds, but the local train beat out the local bus by five whole minutes. When the results for the series were totaled, the trains were undisputed victors.

"Nonetheless," comments H. L. Kelso, "I doubt whether these tests will alter the final outcome. The 'Big Red Cars' will soon be gone."

CHICAGO TRANSIT AUTHORITY is getting some 250 badly needed cars dirt cheap—for only $32,332—at a saving of roughly $20,000. The explanation is simple.

The St. Louis Car Co. has been converting CTA's post-war PCC-type streetcars, outmoded by traffic congestion and maintenance costs, into a spanking new fleet of transit cars—48 feet long, 9 feet, 4 inches wide at window sills, and 8 feet, 8 inches at the floor to clear station platforms. Traction motors and trucks from the originals were retained, but streetcar bodies and most of the other equipment were replaced completely.

The new cars will match closely the ones St. Louis Car Co. has built for Chicago already. A new feature, a public address system for announcing stops to passengers, permits two men to operate trains up to eight cars long. Operated in semi-permanently coupled pairs, the cars seat 100 passengers.

SPEAKING OF ANTIQUES, interest in the preservation of old trolley cars continues to grow.

Late in 1953 the Upper Canada Railway Society learned that Toronto Transportation Commission Car No. 1326, last of the old wooden Toronto Railway cars, was about to be scrapped for lack of space in the TTC historical collection. Some UCRS members made up their minds to preserve it. Since the UCRS caters to both steam and electric-line enthusiasts, the juicefan members, in order to avoid any ill feeling, organized the Ontario Electric Railway Historical Association and purchased an abandoned railroad right-of-way for the 1326 and called it the Halton County Radial Railway.

But before these negotiations were complete, the TTC advertised for sale 163 assorted streetcars. Among them were four single-trucked, hand-brake 2200 class snow scrapers. These scrapers had originally been passenger cars and still preserved pretty much their original appearance.

The OERHA appealed to the mem-

Draw for Money!
BE AN ARTIST

ENJOY painting, commercial art, cartooning at home in your spare time. You can earn while learning. We teach fundamentals. Step-by-step method helps beginners quickly. Low tuition, easy terms. Our 40th year. Coupon brings FREE book, "Art for Pleasure & Profit."

MAIL COUPON FOR FREE BOOK
WASHINGTON SCHOOL OF ART
Studio 711R, Washington 5, D. C.
☐ Art Career ☐ Art Hobby
Name.....
Address..... Age.....
City, Zone, State.....

Free Book on Arthritis and Rheumatism
HOW TO AVOID CRIPPLING DEFORMITIES
Explains why drugs and medicines give only temporary relief and fail to remove the causes; tells all about a specialized non-surgical, non-medical treatment which has proven successful for the past 35 years. Write for this 44-page FREE BOOK today.
Ball Clinic, Dept. 16, Excelsior Springs, Mo.

Want GOOD LUCK?
Love, wealth, happiness may be yours. Carry the alleged Lucky Talisman of the Orient. Try this amazing charm for one week. Satisfaction guaranteed or money refunded. Send only $1.00 in cash or money order, we pay postage. ORDER TODAY!
DEL MONTE
21-72 21st St., Suite 39-X, Long Island City 5, N. Y.

MAKE EXTRA MONEY!!
Spare time work at home. Big mail-order firm needs men and women to send out postcards. Easy! No experience necessary. Just address and mail. Steady work every month. Act now — write at once.
BUSINESS INFORMATION CORPORATION
143 Belmont Street, Belmont, Mass.

NOSE TROUBLE? SINUS?
Here Is Quick Relief, Miracle Chlorophyll Added
If your nose feels stuffy, drains excessive mucus constantly, brings on headaches, pains around the eyes, hawking with annoying mucus dripping down your throat, here is quick, blessed relief in minutes, with amazing new WEL-NOZE NASAL RINSE, with pure Chlorophyll added, which kills unpleasant nasal odor. The very first time you use WEL-NOZE your nasal passages open up, mucus goes in a hurry, and cooling, soothing, miracle-like relief is yours, and your breath is pure. You feel like living again! Send only $1.50 for generous supply. 2 for $2.50, 3 for $3.25. No C.O.D. please. Satisfaction Guaranteed or your money refunded. Act now! Send for WEL-NOZE with Miracle Chlorophyll added today, for speedy relief.
DORENE CO., Dept. AG, Box 795, Chicago 90, Ill.

LOOK IMPORTANT

FLASH YOUR BADGE

REPLICA of the REAL McCOY
These gleaming non-tarnish badges are finely crafted of massive metal. Will absolutely command respect wherever you go. Put the wise-guy in his place . . . impress your gal!
Special Officer, Private Detective, Sheriff, Deputy Sheriff, Constable, Deputy Constable
Your Choice $2.00 each
FORD SALES Dept. A-8 P.O. Box 27, Cooper Sta., New York, N. Y.

HEARING BAD?

If so, you will be happy to know how we have improved the hearing and relieved those miserable head noises, caused by catarrh of the head, for thousands of people (many past 70) who have used our simple Elmo Palliative Home Treatment in the past 16 years. This may be the answer to your prayer. **NOTHING TO WEAR.** Here are **SOME** of the symptoms that may likely be causing your catarrhal deafness and head noises: Head feels stopped up from mucus. Dropping of mucus in throat. Hawking and spitting. Mucus in nose or throat every day. Hearing worse with a cold. Hear — but don't understand words. Hear better on clear days. Worse on rainy days. Head noises like crickets, bells, whistles, clicking, escaping steam or many other sounds. If your condition is caused by catarrh of the head, you, too, may likely enjoy such wonderful relief as many others have reported. **WRITE TODAY FOR PROOF AND 30 DAY TRIAL OFFER.**

THE ELMO COMPANY
DEPT. 5PF2 DAVENPORT, IOWA

For bald-headed and thin-haired.

We can help you obtain the world-renowned Danish COMOS HAIR-BALSAM. On receipt of your request we will send you with pleasure all particulars (fully free).

MAISON KJELDSEN, Godthaabsvej 10 Copenhagen. F. Denmark. 4 (Europe)

POEMS WANTED

For Musical Setting

Mother, Home, Love, Sacred, Patriotic, Comic or any subject. Don't delay—Send us your Original Poem at once—for immediate consideration and FREE Rhyming Dictionary.

RICHARD BROTHERS
33 WOODS BUILDING — CHICAGO 1, ILL.

EARN OVER $25 WEEKLY

Address Our Postcards at Home
Good Handwriting Necessary

WRITE ATLAS BOX 188 Dept. 13 MELROSE, MASS.

SEND FOR THIS FREE!

Make money. Know how to break and train horses. *Write today for this book FREE*, together with special offer of a course in Animal Breeding. If you are interested in Gaiting and Riding the saddle horse, check here ( ) *Do it today—now.*

BERRY SCHOOL OF HORSEMANSHIP
Dept. 841 Pleasant Hill, Ohio

MEN MIDDLE AGED!

Frequently Are Tired—Worn Out—Suffer Aches, Pains, Urinary Trouble and Loss of Vitality.

These symptoms may be caused by Glandular Inflammation. The Kansas City Clinic has just published a new free booklet describing more fully the symptoms of Glandular diseases. Write for your **FREE BOOKLET** that tells about a mild treatment. It may save you years of suffering. Write today

Address Desk C-5

The Kansas City Clinic
920 Oak St., Kansas City 6, Mo.

bers of the UCRS for support in buying the 2200's. When bids were taken for the cars to be scrapped, Western Iron & Metal Co., the TTC's regular car-scrapper since 1947, allowed 2210 to go to OERHA, along with enough parts from the other 2200's to replace those that had been lost in more than 25 years of non-revenue service.

Now members of the newly created historical museum are preparing the cars for a winter in the open until a carhouse can be provided. No. 1326 will remain as always a TTC car, but 2210 will be restored as nearly as possible to the way it was when it was first put into service on Toronto Civic Railways as No. 55.

OERHA members pay no dues. Anyone interested is invited to join. All persons contributing $10 or more are considered regular members for the current year. Meetings and work sessions take place Saturday and Sunday afternoons on OERHA property, about six miles west of Acton, Ontario.

Riley Dunann

Portland Traction car No. 1097, shown waiting at Gresham, Ore., is no longer in service.

ALL OVER the country, groups are working to preserve streetcars still in existence.

In Portland, Ore., the Portland Traction Co. is trying to give up its passenger service to Oregon City and Bellrose because of a 14 percent drop in traffic and an offer from a large railroad line to buy the company if passenger service can be abandoned. There an old Council Crest streetcar, 503 is being restored at N.E. Dekum and Madrona streets before being moved to a museum site five miles south of Oregon City on the old right-of-way of the Willamette Valley Southern.

H. L. Kelso

No. 1251, now gone, on Pacific Electric's San Pedro line around 1943.

Also in Portland, an old horsecar, No. 3 of the Portland Street Railway, was recently presented to Damon Trout for his collection of Americana, as part of Milwaukie (Oregon) Pioneer Days doings. The horsecar will be kept in the Marelco Rancho collection at North Plains.

Elsewhere, a Dallas Railway and Terminal Company *turtleback* car, No. 434, traveled via Texas & Pacific flatcar recently to its final resting place, the New England Electrical Historical Society's trolley museum at Kennebunkport, Me., writes J. A. MacAdams, Garland, Texas.

According to Professor Dwight B. Minnich of the Massachusetts Institute of Technology at Cambridge, Mass., the last car of its type is No. 434, built in 1913. Its stress skin construction, the first variation on the older, heavier trolleys, gave the aircraft industry the idea of similar construction in planes.

The last car of the Cleveland Railways to be preserved is No. 4144, a Kuhlman 1928 creation, now the property of Norman Muller, a former employe of the Cleveland & Southwestern Railway, writes Max E. Wilcox, 429 West Ave., Elyria, Ohio. It was the next to last car to run on the final day of operation of the Cleveland Transit Madison.

Car 4052, the last car, was so badly stripped by souvenir hunters that it was not worth restoring. In due time 4144 will be the flagship of the fleet on the Arlington Traction—the *Apple Orchard Route*.

In Los Angeles transportation museum in Griffith Park, five trolleys are now assembled, writes Norman K. Johnson, 442 West 118th Place, Los Angeles 61, Calif.: Pacific Electric juice loco-

motive 1544, dating to the 1906 Frisco 'quake; PE 1498, an express car formerly 800 class car; PE 1001, an old wooden car; and two Los Angeles Transit Lines oldsters, 536 and 1160.

HOLLYWOOD will soon see its final trolley car outside of the movies. The California Public Utility Commission has approved the application of Metropolitan Coach Lines to substitute buses for railway cars on the Hollywood-Beverly Hills route of the former Pacific Electric. If the line goes, it will leave only the Glendale-Burbank cars operating out of the Hill Street subway terminal.

THE OLD PUBLIC SERVICE CT trolley bridge over Newton Creek between Collingswood and Oakley, N. J., recently caught fire and burned to the ground, we learn from Luther Cummings, Jr., Lancaster, Pa. The bridge had been plagued by a series of fires for many years. Children, who found it a good spot for fishing, recently developed a habit of falling into the creek and having to be fished out. So finally the firemen gave up and let it burn down. The bridge hadn't seen a trolley since 1938, when the PSCT Clementon line was abandoned.

CLICKETY CLACK, a story devoted to the old trolley lines from Hartford, Conn., to Greenfield, Mass., appeared in the August '54 issue of *Yankee Magazine*, writes Ross M. Welling, 24 W. Main St., Johnstown, N. Y. Its sub-title suggests its contents: "Yankee catches the trolley just before it becomes another legend." Interested readers may write *Yankee Magazine*, Dublin, N. H.

Another recommended publication is *Jamaica Trolleys*, a 48-page, fullsized story written by Vincent F. Seyfried, which is unusual in that it deals with the history of a single trolley route, the Jamaica Avenue line in Brooklyn, N. Y., from its horsecar days through its last years of operation. A thorough study, including 45 photographs. Available at $1.50 from Felix E. Reifschneider, Box 774, Orlando, Fla.

LAST RUN of a street railway trailer train in all of Canada and the United States took place June 9, 1954, when Toronto Transportation Commission cars 2526-2991 moved from the Russel Division yard to St. George yard, their final stop before being sold for scrapping, according to the Upper Canada Railway Society *Newsletter*, Box 122, Terminal A, Toronto, Canada.

The last revenue run of a Toronto trailer train in regular service occurred March 30 and the farewell railfan excursion April 4. But Stuart I. Westland, editor of the UCRS *Newsletter*, figured out when the last train would be run to the scrapping company and managed to get on for the last run on public streets.

LONDON & PORT STANLEY ELECTRIC RY. recently saw its first diesel operated over the line on a freight test, run says the *Michigan Railfan* magazine.

A new general-purpose diesel pulled a 27-car freight train northbound from Port Stanley to London with a regular coach and caboose on its tail. The diesel mounted a 1.3 percent grade to St. Thomas, as the first of a series of tests to determine the adapatability and de-

Paul B. Dunn

Years ago on Denver's Cherrelyn horsecar line, the horse, after pulling the car to the top of the hill, jumped aboard for the gravity run down.

Complete New FALSE PLATE

FROM YOUR OLD - IN 24 HOURS

Brand new process transforms your old, broken, cracked or loose plates into new lightweight plastic plates.

NOW LOW AS .. 15.95

NO IMPRESSION NEEDED

Let us help you enjoy life again. You will marvel at this revolutionary new method. Using your own old plates, we will remake them completely in only 24 hours. Missing teeth are carefully matched and replaced. Work is done on an absolute

MONEY BACK GUARANTEE.

SEND NO MONEY —Just rush your name and address to us for full FREE DETAILS. If your teeth are loose, we'll tell you how to tighten them before duplication. Act now. Quit suffering!

Tru-Grip Dental Labs. 7th Fl., 127 N. Dearborn St., Dep. 61, Chicago 2, Ill.

SONG POEMS WANTED TO BE SET TO MUSIC

Send your poems for free examination

PHONOGRAPH RECORDS MADE

FIVE STAR MUSIC MASTERS, 620 BEACON BLDG. BOSTON, MASS.

ACCOUNTANT BECOME AN EXPERT

Executive Accountants and C. P. A's earn $4,000 to $10,000 a year. Thousands of firms need them. We train you thoroly at home in spare time for C. P. A's examinations or executive accounting positions. Previous experience unnecessary. Personal training under supervision of staff of C. P. A's. Placement counsel and help. Write for free book, "Accountancy, the Profession That Pays."

LASALLE Extension University, 417 So. Dearborn St.
A Correspondence Institution Dept. 159-H Chicago 5, Ill.

Take a Trolley Tip!

"O" Gaugers need Pittman's illustrated trolley catalog. Shows all—tells all! Gives pictures, prices, descriptions of famous kits, trucks and overhead wire materials for new or present layouts.

PITTMAN
Electrical Developments Co.
SELLERSVILLE, PA.

Only 10¢ each! Order yours today!

I have good views of PHB&NC "Harmony Route", Mahoning & Shenango, Northern Ohio; also other Ohio and Mid-west interurban lines to TRADE ONLY for good views of the heavy passenger cars of Youngstown & Southern (Yo. & Suburban) and the Stark Electric R. R.

O. F. LEE
1610 Canfield Road, Youngstown, Ohio

NEW RAILROAD MOVIES

8mm. (150'), $3.49 16mm. sound (300'), $12.98

CALIFORNIA ZEPHYR THE SUPER CHIEF
GOLDEN ARROW OLYMPIAN HIAWATHA
THE CONGRESSIONAL THE GOLDEN STATE
CLEAR IRON—STORY OF RDC *(8mm. only)*
WESTERN PACIFIC FAST FREIGHT

McLEOD'S Albums of STEAM LOCOMOTIVES
(Also available in 16mm. silent (300'), $11.98)
PENNSYLVANIA DELAWARE AND HUDSON
NORFOLK AND WESTERN

8mm. (300'), $6.98 16mm. sound (1100'), $39.98

WHEELS A-ROLLING (Chicago Railroad Fair)
TIME FREIGHT TO TIDEWATER *(8mm. only)*
PRESIDENT'S SPECIAL, 1914 *(8mm. only)*

All prices postpaid in U.S.A. if cash with order. Big descriptive, illustrated catalog free on request.

BLACKHAWK FILMS INC.
1048 Eastin Pictures Building
DAVENPORT, IOWA

MEN 17-45 WANTED!

TO TRAIN FOR TELEVISION

One of America's Foremost Television Training centers is seeking men who would like to prepare for a good technical job or profitable business of their own in the fast-growing, big opportunity field of Television, Radio and Electronics. Technically inclined men 17 to 45 preferred. You may prepare to enter this billion dollar industry in the privacy of your own home in your spare time. Wonderfully effective method. Get full facts, without obligation. Mail a postal card, saying: "Tell me about Television." ACT TODAY—DON'T DELAY!— Dept. No. AGIL

DEVRY TECHNICAL INSTITUTE
4141 Belmont Avenue, Chicago 41, Illinois

ARTIFICIAL EYES

• Large assortment glass or plastic human eyes sent to your home for free inspection. Low prices. Book and color chart free. *Established 1906.* Write...

DENVER OPTIC CO., 1173 Univ. Bldg., Denver 2, Colo.

High School Course at Home **Many Finish in 2 Years**

Go as rapidly as your time and abilities permit. Course equivalent to resident school work—prepares for college entrance exams. Standard H.S. texts supplied. Diploma. Credit for H.S. subjects already completed. Single subjects if desired. High school education is very important for advancement in business and industry and socially. Don't be handicapped all your life. Be a High School graduate. Start your training now. Free Bulletin on request. No obligation.

AMERICAN SCHOOL, Dept. H139, Drexel at 58th, Chicago 37

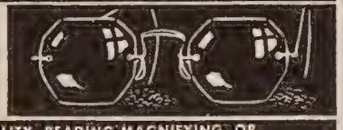
INVENTORS

If you believe that you have an invention, you should find out how to protect it. We are registered Patent Attorneys. Send for copy of our Patent Booklet "How to Protect Your Invention," and an "Invention Record" form. No obligation. They are yours for the asking.

McMORROW, BERMAN & DAVIDSON
Registered Patent Attorneys
150-C Victor Building Washington 1, D. C.

EYE GLASSES by MAIL As low as $1.95

WRITE for FREE CATALOG with 14 LENS SAMPLE CARD
• Thousands of Customers Est. 1939



QUALITY READING-MAGNIFYING OR BIFOCAL GLASSES FOR FAR AND NEAR
ADVANCE SPECTACLE COMPANY, Inc.
537 S. Dearborn St., Dept. ADV-12 Chicago 5, Illinois

Catch More Fish WITH BLAZ-O-LURE'S LIGHT!

the amazing lure with the electric light

It's a scientific fact that light always attracts fish and Blaz-O-Lure gets positive results in both fresh and salt water! Every Blaz-O-Lure unconditionally guaranteed perfect for long life satisfaction.

For fresh and salt water bait casting or trolling!

only $1.98 complete including battery & bulb. Postage prepaid.

Mail check or money order for immediate delivery to:

BLAZ-O-LURE
Department A, Suite 2005
205 E. 42 St., New York 17, N.Y.

Fill in coupon below and send in with your remittance:

Name.....

Street.....

City & Zone..... State.....

sireability of diesel power on the road. The drag was about 1300 tons as compared to the 600 tons pulled by one of the electrics.

Officials were pleased by the loco's performance as she operated over the line and switched cars enroute. However, we wonder if these people have considered bringing up the horsepower of one of the electric engines to equal that of the diesel. We are certain that the "juicer" would also drag 1300 tons from Port Stanley to St. Thomas if given the chance, and conversion would cost far less than the $150,000 G-12 diesel.

The London Railway Commission has authorized General Manager V. A. McKillop to buy several hopper and box cars for the L&PS. This will give time-battered rolling stock a new lease on life. The E-1, a 39 year-old express car wrecked last year, will be scrapped as the cost to put her back in shape would be prohibitive.

LIGHTNER MUSEUM, an institution devoted to the collections of hobbyists from all over the country, is in the process of organizing a room devoted to souvenirs of the old traction industry.

On a visit South a few years back, I got to talking with the museum's general manager, Cecil Zinkan, and told him the one thing they lacked was a collection of trolley lines momentoes. Mr. Zinkan said the museum would like to make up such a display. He, like many visitors, had come from a locality that once had boasted trolley lines.

That was how the collection began. I sent him some transfers, timetables, trolley whistles and bells, roller signs, and such, for a start. But the collection has a long way to go before it becomes the kind of memorial that the industry deserves.

Readers who have electric lines material that they feel should be placed on public exhibition are urged to submit it to St. Augustine, Fla., Museum.

SOMEWHAT AWRY was the caption on page 73 of the December issue. Only passenger service on the Fort Dodge, Des Moines & Southern has been suspended as the result of spring floods, which damaged the powerhouse at Fraser, Iowa, the line's source of electricity. Two diesel locomotives are being used on loan to handle freight. Resumption of passenger service is due solely to a union agreement which calls for the operation of passenger cars for employees.

WANTED: unusual photos of the Illinois Terminal Railroad—dramatic shots, human interest, overhead and angle shots, oddities, something off the beaten track—to illustrate a "different" type of article we will run soon. Address *Railroad Magazine*, 205 E. 42nd St., New York 17, N. Y.

George F. Nixon

The Gay Nineties lived again recently when Baltimore's Maryland Historical Society acquired eight oldtime streetcars. No. 4732, built about 1880 as a horsecar, was later remodeled as a cable car and then electrified.

RAILROAD HOBBY CLUB

METALLIC emblems of 28 Class 1 American railroads, enclosed in packages of a breakfast food, Sugar Crisp, are becoming popular with railfans. Offers to swap these insignia have already appeared in our *Switch List*. It is significant of the nation-wide interest in railroads that a big cereal processor has seen fit to distribute such premiums. However, a Chicago dentist, who is a railfan himself, expresses regret that the metal emblems are not enclosed in packages of *unsweetened* food, pointing out the role sugar plays in tooth decay.

DAVID DRISCOLL, 15, of Kensington, Md., is a real railroadian. Last summer he took a 13,000-mile railcamera tour of North America, after working out a detailed itinerary from the *Official Guide*. Is this a record for his age group?

STEAM POWER

THE STEAM PICTURE around St. Louis is dismal, according to Gene Miller. "Missouri Pacific has 33 steam engines stored at Dupo," he explains, "and is currently carrying 33 more on the list of locomotives at work in and out of Dupo. A roundhouse machinist tells me that 19 of the 33 stored engines are to be overhauled and put back in service.

"The Terminal Railroad Association of St. Louis has 20 steamers in mothballs at its Brooklyn, Ill., shops. Illinois Central uses steam at its East St. Louis roundhouse. I shot five of them there just recently. Another road still using steam is the Nickel Plate. If you hang around the NKP roundhouse at Madison, Ill., you'll see some beautiful 700 Class engines, any one of which, I am told, can haul 125 cars from Madison to Charleston, Ill., about 100 miles, non-stop and on a hot schedule.

"The New York Central has two or three steam switchers hereabouts, plus a Hudson on an express run. Outside of the handfull I have mentioned, steam power around St. Louis is hard to find. Of course, you'll see steamers of the Illinois Central at Carbondale, Ill.; Paducah, Ky., and Markham City, Ill.; IC and Burlington steamers at Centralia, Ill., and C&IM steamers around Taylorsville and Springfield. Better snap them while you can!

"I have quite a bit of steam shots on 16 mm. movie film that I would gladly loan to responsible fan groups."

Here are the latest additions to our list of points and pikes where steam can still be seen, dreamed on, and photographed. We can't guarantee the accuracy of the list, since dieselization is progressing so rapidly everywhere. The Monongahela, listed in our September issue, is now wholly dieselized. Tell us where else steam power still runs.

Atlanta & West Point—Atlanta, Ga.—2-8-2, 2-6-0, 4-6-2, in roundhouse.

Black Mountain—Kona to Barnesville, N. C.—abandonment authorized, but road is still operating.

Baltimore & Ohio—Buffalo, N. Y.—4-6-2, 0-8-0; steam power on various branches Buffalo Div.

Bath & Hammonsport—Hammonsport, N. Y.—2-6-0.

Burlington—Denver, Colo.—0-6-0, others.

Canadian National—London & Stratford Div.—0-6-0, 0-8-0, 2-6-0, 2-8-0, 2-8-2, 4-6-2, 4-8-2, 4-6-4, 4-8-4.

Canadian Pacific—McAdam Jct., New Brunswick—4-4-4's on St. Stephen run, 8-wheelers.

Central of Georgia—Augusta, Ga.—2-8-2, 4-6-0, 0-8-0 in yard, dead.

Chesapeake & Ohio—Raleigh, N. C.; Beckley, W. Va.—2-6-6-2's, 0-8-0's; Handleys, W. Va.—2-6-6-6, 2-8-4.

Chicago & Illinois Midland—Springfield, Ill.—various types.

Crossman Brick Co.—Parlin, N. J.—narrow-gage.

Denver & Rio Grande Western—Grand Junction, Denver, Colo.—standard-gage 2-8-0, 2-8-2, 4-8-4, 4-8-2 stored in open; Alamosa, Durango, Salida, Colo.—narrow-gage 2-8-2's.

East Tennessee & Western North Carolina—Smoky Mt., Tenn.—4-6-2, 2-8-0; Knoxville, Tenn.

Flemingsburg & Northern—Flemingsburg, Ky.—2-6-0.

Georgia & Florida—Valdosta, Douglas, Augusta, Ga.—4-6-2, 0-6-0.

Georgia RR.—Atlanta, Ga.—2-8-2's, ex-CC&O in roundhouse and yard.

Greater Winnipeg Water District RR.—St. Boniface, Man., Canada.

Long Island—Jamaica, N. Y.—4-6-0, 2-8-0, 2-8-2, 4-6-2, 4-4-2.

Louisville & Wadley—Wadley, Ga.—Wadley Southern 4-6-0's.

Manitou & Pike's Peak—Manitou Springs, Colo.—0-6-0T

Maritime Railway & Coal Co.—Joggins Mines; Nova Scotia—2-6-0, 2-8-0.

Mead Paper Corp.—Sylva, N. C.—Ex-Southern Rwy. 0-6-0 switcher and an 0-4-0T.

Michigan Central—Fort Erie, Niagara Falls, Ont., Canada; St. Thomas—0-8-0, 2-8-2.

Nickel Plate—Buffalo, N. Y.—2-8-4, 2-8-2, 0-8-0.

Northern Pacific—Montana main line freights—1700 series 2-8-2's, 2600 series 4-8-4's, 5100 series 4-6-6-4 Mallets.

Norwood & St. Lawrence—Waddington, N. Y.—2-6-0.

Pennsylvania R.R.—Camden, N. J. (Broadway station)—2-8-0's, 0-6-0's, 4-6-2's; Pennsy Reading-Seashore Lines; Susquehanna Div.—2-10-0, 2-8-2 between Williamsport, Pa., Elmira and Sodus, N. Y.

Reading—Camden, N. J. (Broadway station)—4-6-2's; Hammonton, N. J.—G-3 class.

San Luis Central—Monte Vista, Colo.—2-8-0.

San Luis Valley—Blanca, Colo.—2-8-0.

Sidney & Louisburg—Sydney, Nova Scotia—various types.

Smoky Mountain—Knoxville to Seivierville, Tenn.—4-6-0 No. 120, ex-Little River RR. loco.

Southern Pacific—Fresno, Calif. (north side)—1700's.

Union Pacific—Green River, Cheyenne, Rawlins, Wyo.; Denver, Colo.—4-8-8-4, 4-8-4, 2-8-8-0.

Virginian—Page, W. Va.—2-8-2's, 4-6-2's.

Spokane, Portland & Seattle—Spokane, Wash.—4-6-6-4's.

Terminal RR. Ass'n. of St. Louis—0-6-0, 0-8-0.

Western of Alabama—Atlanta, Ga.—2-8-2's in roundhouse.

Winston-Salem Southbound Ry.—Winston-Salem, N. C.

Wrightsville & Tennille—Dublin, Ga.—4-6-0.

$10,000? - $20,000?
I Can Show You How to
DOUBLE YOUR INCOME

Let me show you a new life . . . a successful life of selling. Learn how easy it is to make more money by following my simple technique. In the past 19 years I have developed 105,000 selling word combinations which have been used by hundreds of famous corporations: Sears, Parker Pen, Cadillac, Remington Rand and many others.

You, too, can learn the Wheeler Way to success. My Home Study Sales Training Course will teach you how to sell, how to make more money, easy money. Write TODAY for details. Appr. by the Dept. of Reg. & Ed., State of Ill.

ELMER WHEELER SALES TRAINING INSTITUTE
Home Study Division Dept. AM-82
Tel.: SUperior 7-1764
664 N. Michigan Ave. Chicago 11, Ill.

WE MATCH PANTS To Any Suit!
Double the life of your coat and vest with correctly matched pants. 100,000 patterns. Every pair hand tailored to your measure. Our match sent FREE for your O. K. before pants are made. Fit guaranteed. Send piece of cloth or vest today.
SUPERIOR MATCH PANTS COMPANY
209 S. State St. Dept. 68 Chicago

We Won Security THROUGH WISE INVESTMENTS IN CAREFULLY SELECTED STOCKS!
You CAN DO THE SAME!
STERLING STOCK MARKET COURSE TELLS HOW • TEARS AWAY THE VEIL OF MYSTERY • $1000 INVESTED A SHORT WHILE AGO IS NOW WORTH $3000! OUR 6 LESSON COURSE TELLS you HOW TO PYRAMID • COMPLETE HOME STUDY COURSE Only $9.95 • SEND $1.95 NOW—THEN $2.00 MONTHLY FOR FOUR MONTHS or SAVE $2.00—SEND $7.95 FOR COURSE Now •
STERLING • DEPT. NO. 200 GREAT NECK, N.Y.

LAW FREE BOOK

Write today for FREE book, **"THE LAW-TRAINED MAN,"** which shows how to learn law in spare time through the famous Blackstone home-study course in business and professional law. All instruction material furnished including big 16-volume law library. Bachelor of Laws (LL.B.) degree awarded. Moderate cost; easy terms. Write today.

Blackstone School of Law, *Founded 1890*
225 North Michigan Ave. Dept. 421 Chicago 1, Ill.

CAN'T SLEEP?
Noisy Neighbors? Barking Dog? Traffic? Airplanes? Kids? Radio?

NERVOUS SLEEPERS, Factory workers, day-sleepers here is THE BEST sound deadener on the market. Used by top movie stars. A simple little gadget you slip in your ear. Medically approved, Soft rubber. You won't even know they're there. For a good night's snooze send for your pair of ear stopples. ONLY $1.25 Post Paid. Sorry no C.O.D. Money-back Guarantee.

WESTERN WORLD PRODUCTS, Dept. 89
2611 Tilden Ave., Los Angeles 64, Calif.

TREMENDOUS Profits with Hagen's Exclusive TEAR GAS PENCIL!

100% PROTECTION

This Tear-Gas Pencil discharges smothering clouds of tear gas to instantly stop, stun and incapacitate the most vicious man or beast, an effective substitute for dangerous firearms; leaves no permanent injury. No selling experience needed. Handle as a profitable sideline . . . soon you'll sell it full time. Start now! Send $4.25 for complete demonstration kit of Automatic Tear Gas Pencil, 10 demonstrators & 3 Powerful Tear Gas Cartridges.

Sells Easy To
Service Stations
Small Stores
Loan Offices
Banks, Homes

HAGEN SUPPLY CORP., Dept. AO15, St. Paul 4, Minn.

ARTHRITIS?

I have been wonderfully blessed in being restored to active life after being crippled in nearly every joint in my body and with muscular soreness from head to foot. I had Rheumatoid Arthritis and other forms of Rheumatism, hands deformed and my ankles were set.

Limited space prohibits telling you more here but if you will write me I will reply at once and tell you how I received this wonderful relief.

Mrs. Lela S. Wier
2805 Arbor Hills Drive 4
P. O. Box 2695 Jackson 7, Mississippi

PSORIASIS
IS IT A SKIN DISEASE OR INTERNAL?

Most medical men now agree that Psoriasis is caused by internal disorders which, when treated *internally* by *harmless* glandular substances, can be cleared up amazingly . . . so amazingly that clinical results show this wonder treatment completely successful in almost 7 out of 10 cases; with even stubborn lesions of long standing alleviated to an almost unbelievable degree. Mr. Samuel Moore of Waterloo, Iowa, writes: "Afflicted with psoriasis for 42 years, I spent a small fortune trying to get rid of it. Now after only one bottle of LIPAN, I am free of it." Ask your druggist for LIPAN or write direct for free booklet. Or send for month's supply (180 tablets) enclosing check or money order for $9.00, SPIRT & COMPANY, Dept. X-1, Waterbury, Conn. In Canada: Greenlove Co., 21 King St., E., Toronto, $10.

Exciting—Entertaining Playing Cards

52 Gorgeous gals in brilliant color. All posed differently to reveal breathtaking detail — Win or Lose. The boys will enjoy these cards. Send $2.00 to:

FORD SALES, Dept. A-5
P.O. Box 27, Cooper Sta. New York, N. Y.

LOCOMOTIVE PHOTOGRAPH CO.
Box 367, 22nd St. Sta., St. Petersburg, Florida
NEW—1954 CATALOG. Send 25c for our new catalog and FREE 3x8 photo of Penna. 6-8-6 No. 6200. Largest listing of builders' photos in the world. All important engines from 1865 to the present day listed, including foreign engines, in various sizes.

Western Sportsman **TWO FOR ONE!**

TRUE WEST is crammed with TRUE articles and photos on lost mines and buried treasure, badmen, Indians, ghost towns, outlaws, trail drives, frontier cowboy and ranch life—the REAL THING! **WESTERN SPORTSMAN** covers our great wild, rugged West. Hunting, fishing, boating, guns, etc. . . west of the Mississippi. **SPECIAL GET-ACQUAINTED OFFER:** 12 issue subscriptions to BOTH magazines for the price of *TRUE WEST* alone. Rush bills, check or money order $3.00 to:

WESTERN PUBLICATION
P. O. Box 5008-P, Austin 31, Texas

"BARGAINS"

The only Tabloid Size magazine published that lists EVERY MONTH hundreds of sensational Bargains in—Toys, Novelties, Jewelry, Household Goods, Greeting Cards, Books.
- **AT WHOLESALE prices**
- **Bankrupt, closeout merchandise Bargains**
- **Money making opportunities. Here's just a FEW SAMPLE bargains as adv. in "Bargains" recently—**

• $16.50 perfume, 35c bottle • $2.00 gummed photo stamps, 65c • $1.00 toys, 20c each • 50c greeting cards, 7c box • $10 Men's toiletry sets, 69c set • $17.50 talking dolls at $7.00 • PLUS HUNDREDS of other terrific bargains! BIG SPECIAL Issue NOW OUT! Saves 50%-75% or more on many BIG BUYS! Stretch your BUYING DOLLAR! "BARGAINS" tells you WHERE & HOW to Buy over 100,000 items at the LOWEST PRICES! You can BUY BETTER, CHEAPER, NEWER Things every month! Subscription $3.00 per year—SPECIAL INTRODUCTORY OFFER—$2.00 for 1 year, $1.00 for 6 months. (Money back if first issue doesn't please you!)

TOWER PRESS, INC.
P. O. Box 591-DX, Lynn, Mass.

ASTHMA

NO RISK FREE TRIAL

WONDERFUL NEW AKOL is giving QUICK RELIEF to thousands of sufferers from paroxysms of BRONCHIAL ASTHMA. If you WHEEZE, STRANGLE ON THICK, GERM LADEN MUCUS, COUGH and restful SLEEP is difficult, then by all means write for this NATIONALLY ADVERTISED 7 DAY FREE TRIAL of **AKOL.** You may bless the day you sent for **AKOL** as thousands of others have. No cost or obligation except to return and pay few cents postage if not delighted with results. Write today —

NATIONAL LABORATORIES, DEPT. A1, GALT, CALIFORNIA.

This month's list was compiled from reports by Aaron G. Fryer, Philadelphia, Pa.; Peter Kucharski, South River, N. J.; Richard Allermann, Pamona, Calif.; Wm. M. Bell, Frederick, Md.; C. T. Steeb, Billings, Mont.; Alvin E. Schultz, Mulberry, Ind.; Norman Williams, Canton, N. C.; Dickie Kimball, Winston-Salem, N. C.; E. F. Stoddard, Springfield, Mass.; Granville Thomas, Ocean City, N. J.; Wm. Rosenberg, Kew Gardens, N. Y.; Larry Cohen, Bronx, N. Y.; Chas. K. Marsh, Jr., Kingsport, Tenn.; Chas. G. Libby, Sandy Point, Me.; Wm. L. Reddy, Manitou Springs, Colo.; and R. T. Chew III, Grand Junction, Colo.

ITEMS sent to this department are printed free, in good faith, but without guarantee. Write plainly. No entry longer than 28 words will be accepted —except those dealing with back numbers of this magazine. Address *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y.

Because of time needed to edit, print and distribute the magazine, all material should reach us nine weeks before publication date.

Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetable, unless preceded by *emp.*, when it means employe's (operating) timetables.

(R) indicates desire to buy, swap or sell back issues of *Railroad Magazine*. (Specify condition of each copy.)

(*) indicates juicefan appeal.

SWITCH LIST

JOHN ALLEN, Box 696, Sacramento, Calif, has clear pix, size 124, of SP Sacramento River drawbridge, taken 40 yrs. ago, 20c ea.

DICK ANDERSON, Box 222, Morris, Minn., wants switch keys, emp. tts., rulebooks, tr. ords., eng. rosters Midwest roads; send your list; answers all mail.

HENRY BAKER, AF 13 370 356, Box 9341 3572nd Maint. Sqdn., Gen. Del., Newport News, Va., wants info. on 100 ft. 16 mm. silent RR. movies.

BRUCE BENTE, 186 Liberty Rd., Englewood, N. J., sells recent size 620 steam pix, SP, CNJ, Erie, BEDT, PRR, LI, Raritan River, 2 for 25c.

HOMER BENTON, 6904 Genlry Ave., N. Hollywood, Calif., buys, sells, trades 35 mm. color slides of all roads locos, elec., eqmt, or what have you; list, 3c.

(R) BILL BIESECKER, 40 S. Merrick Ave., Merrick, N. Y., will sell *Railroad Magazine* Feb. thru Dec. '41; Apr. thru Dec. '42; all '43 and '44; Jan. thru May, July, Oct. Nov. Dec. '45; all but June '46; all but Mar. and May, '47; all '48, '49, '50, '51; June, Sept. thru Dec. '52; Jan thru Apr. '53; May '17; Oct., Nov. '35. Also many old copies *Model Builder, Min. RR.; Model RR.* Will not split any entire year.

G. H. BURGER, 411 S. Park Ave., Fond du Lac, Wis., trades Soo Line pix.

(R) JOE CASE, 25650 Drakefield Ave., Euclid 23, O., sells Midwest and W. juice photos; send 10c for list and sample; wants Ohio negs.; has back issues *Railroad Magazine* for sale; wants May '49.

W. H. COO, 3452 Belmore Ave., Montreal, Can., sells good size 616 CPR, CNR steam negs. and 8x10 pix, 25c ea.; write for list; will send material on approval.

DAVID COOLEY, 311 St. John St., Bound Brook, N. J., has few size 116 pix PRR K-4's and some CNJ; list, 3c; will buy steam loco. negs.

BOB DAVEY, 114 S. Wisner St., Jackson, Mich., will sell 3 photos, ea. diff view of NYC eng. 7571 (0-8-0); 1 photo of NYC 1351 (2-8-2); all 4 prints, 30c.

BILL DEVINE, 24 Mt. Vernon St., Charlestown 29, Mass., wants emp. tts., tr. ords, any road; will swap for B&M tr. ords. etc.

(R) G. R. DRIGGERS, RFD 1, Box 113 Hopewell, Va., offers '35 to '46 *Railroad Magazine*; 15 prints ea.; 3 good steam whistles $75, comp. set blueprints SAL 2500 Class loco. (2-6-6-4), $60; wants size 116-616 steam locos only.

(*) GARY DUCKERT, 2417 N 13th St., Milwaukee 6, Wis., starting neg. collection, will buy steam negs. any size, any road; answers all mail.

PAUL EILENBERGER, 8318 S. LaSalle St., Chicago 20, Ill., sells p.c. size negs.; R&LHS *Bulletins*; write for list.

P. G. ELLIS, 3 Keiller St., Moorabbin, Victoria, Australia, will sell set 40 p.c. prints 2½-ft. m.g. trip, $10, or swap for railway mags. and books all types.

JIM FRY, 1506 Jefferson St., Latrobe, Pa., will sell rare 1901 U.S. stamps showing Fast Expr., 20c ea.

(*) DAVE GAUL, 8 Colonial Ct., River Edge, N. J., will sell many '43 to '53 *Trains*, 15c ea.; '35 to '42 *Transit Journals*, 15c ea., (convention issues, 50c); and '37 to '42 *Transit Journal News*, 4 for 10c.

TED GAY, 156 Van Buren Ave., Teaneck, N. J., will trade p.c. size negs. and prints, many roads, for 35 mm. slides or 8 mm. movies, pref. steam trs., Eastern roads.

(R) W. O. GIBSON, 1501 A Ong St., Amarillo, Tex. will sell very cheap entire lot, plus frt. charges, these *Railroad Magazines*: Mar., Oct. '30; July, Oct.-Dec. '31; Mar, June-July '32; July '33; Jan.-Oct. '34; Aug.-Dec. '35; Jan.-Dec. '36; Jan.-Apr. '37; Sept.-Dec. '37; Jan-Dec. '38; Jan.-Dec. '39; Jan.-Dec. '40; Jan.-Nov. '41; Jan.-Feb. '42; Apr.-Oct. '42; Aug.-Oct. '43; Dec '44; Feb.-Oct. '45; May-July '46; Apr.-Dec. '47; Jan.-Dec. '48; Jan.-Oct. '49; June-Dec. '50; Jan.-Dec. '51; Jan.-Dec. '52; Jan.-Dec. '53; Jan.-Feb., Aug. '54. Make offer for lot

(*) CHAS. GOETHE, 1108 S.E. 7th St., Ft. Lauderdale, Fla., offers 4 size 116 negs., New Orleans trolleys, $1, 4 of Georgia Power Co., $1.

RAY GOUGH 266 Clinton Ave., Jersey City 4, N. J., wants to hear from teen-age railfans. Answers all mail.

(*) AL GRIEB, 605 High St., Easton, Pa., sells pix Eastern steam and trolley lines, incl. Winchester & Western, Potomac Edison, Vir. Transit; free list, sample

S. P. GUTHRIE, RFD 1, Box 382, Cold Spring, Ky., buys RR. negs., pix of any steam loco and abond. roads

(*) JACK HAMMOND, 3924 E. 12th St., Oakland 1, Calif., wants Off. Guide, any month, '38 or '39, good cond., unclipped; sells p.c. pix, 10c ea., Western steam and elec.

(*) DON HANSEN, 3974 19th St., San Francisco 14, Calif., wants pix aband. end active SF Bay area interurb. and city trolleys; write first.

(R) WALT HARRIS, 45 W. Elm, Stockton, Calif., sells early issues *Railroad Magazine*, *Trains*, model mags., etc; list, 3c.

(*) JIM HARRISON, 5754 Colton Blvd., Oakland 11, Calif., will buy size 116 steam negs., SP, WP, GN, Burl., NCNG, Milw., and same size negs. Sacramento trolleys.

(*) BOB HEINLEIN, 5835 W. Montrose Ave., Chicago 34, Ill., sells pix Chicago and Milw. streetcars, work cars, also CA&E, WCF&N, CRANDIC.

RAY HIGGINS, 419½ Katahdin Ave., Millinocket, Me., sells p.c. prints BAR steam, diesels, trs., stations, eqpmt., snow scenes, action, etc., 12c ea.; will send on approval.

H. L. KELSO, 6602 6th Ave., Los Angeles 43, Calif., will buy Omaha Rd. roster listing engines in service between 1915-'20; write first.

DICK KISTLER, Box 547, Superior, Neb., has new engine photo list of AT&SF, C&NW, Burl., Mp, UP; wants other Burl. pix, negs.

WALT LEWIS, JR., 341 Claire Pl., Menlo Park, Calif., wants steam pix, CN, CPR, GTW, CV, sent on approval.

(R) CARL LINVILLE, 972 Windsor St., Cincinnati 6, O., will buy Mar., May, June, July '30, Jan., Feb., Mar., Dec. '31 *Railroad Magazines*; write first.

JOHN LOCKE, 428 Prospect Ave., Hackensack, N. J. will sell good p.c. prints and buy p.c. negs., Erie, CNJ, Rdg., LV, PRR; only steam, esp. Camelbacks.

(R) L. LINDOLT, 3811 S. Gunderson Ave., Berwyn, Ill., will sell or trade 168 copies *Model Railroader*, Jan. '35 to Dec. '48; 38 copies *Model Builder*, Jan. '38 to Apr. '49; 50 copies *Model RR Craftsman*, May '48 to Aug. '53, 50 copies *HO Monthly*, Jan. '49 to Dec. '53, 25 copies ea. of *Railroad Magazine* and *Trains*; misc. RR. books; make cash offers.

(R) C. K. MARSH, Jr., 801 Yadkin St., Kingsport, Tenn., wants Clinchfield pix, negs; will sell pix SE roads; wants Dec. '39 *Railroad Magazine*.

(R) EARL McINTYRE, R 1, Pierson, Mich., will sell 173 copies *Railroad Magazine* Oct. '36 to date; 107 *Model Railroader* Dec. '41 to date; 74 copies *Model Craftsman* June '40 to date; all good cond., lot $75, exp. collect.

(*) ARA MESROBIAN, 7410 Connecticut Ave., Chevy Chase, Md., wants CERA *Bulletins* B3, B5-B7, B12, B13, B18, B20, B24-B27 and unnumbered early issues.

GENE MILLER, 1560 Johnson Rd., Granite City, Ill., will dispose of steam neg. collection, about 4000, size 116-616, some p.c.; many cannot be replaced; make offer.

(*) B. S. MOLNAR, 89-22 75th Ave., Glendale 27, N. Y., will send on approval NYC trolley and el photos, 5c ea., 25 for $1, or trade; also swaps roster info., any NYC trolley or el line.

W. E. MOORE, 119 N. 7th St., St. Louis 1, Mo., buy or trade good action shots, steam locos, originals or duplicates, pref. kodachrome.

PAUL MORRISSEY, 355 Central St., Foxboro, Mass., sells pix PTM, CV steam NYC, NH, B&M diesels; send addressed stamped env. for list.

ED ODOM, 244 Grove St., Brooklyn 37, N. Y., wants size 116-616 negs. Pennsy, LI, steam locos, old or new; will trade negs. of various steam roads for Pennsy to comp collection.

(R) F. B. O'DONNELL, 819 Elizabeth, San Antonio, Tex., will sell *Railroad Magazine*, '47 thru '50, exc. Apr. '50, 14 others; '47 thru '51 *Model Railroader*, less Apr. '51, 15 others; assorted *Trains*, *Model Builder*, *Model Craftsman*, same era; cond. mostly good, 5 catalogs, lot $25.

MONTY POWELL, 221 Brons Ave., Peoria, Ill., wants booklet Anderson's *Rails Across Cascades*, also pix or 35 mm. color slide, Milw. elec., GN Cacade Div.

VAUGHAN SANDERS, 11923 Longworth Ave., Norwalk, Calif., will sell or trade emp. tts., Western divs. UP, SP, AT&SF; send for list stating interests.

MARK SCHLAMM, 10 Scholes St., Brooklyn 6, N. Y., will sell out-of-print book, *Stories of Railway*, date 1893, 195 pages; good cond., clothbound, $3.50 postpaid.

JOHN SCHOLES, Curator Historical Relics, British Transport Comm., Clive House, Petty France, SW 1, England, wants British Ry. uniforms of historical interest, incl. old bowlers, toppers, one or two silk hats, even if old and battered.

AL SCHULTZ, RR 1, Mulberry, Ind., will swap p.c. steam pix NKP, W&LE, PRR, B&O, NYC. C&O, N&W.

(R) FRANK SEIFFERT, Jr., Box 21, Orange, N. J., sells quality pix ACL, CNJ, DL&W, FEC, LV, Rdg., L&VE, Rut., LUT, PRT, PSNJ, etc., either list juice or steam plus 2 samples, 25c. Wants '39, '40, '41 issues *Railroad Magazine*, uncut.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., has new list RR. memorobilia for sale; *Off. Guides*, $1.25 ea.; 1852 original *Guide*; wants BAR material. Send 10c stamped env. for lists; BAR tr. ords.

STEVE SHOE, 726 Vivian St., Lonamont, Colo., will sell spikes and rail samples of Colo. gold mines, spikes of Colo. & NW, defunct m.g. pix; send for list.

(R) JOHN SLAVIN, 23 Orford St., Lowell, Mass., will sell '40 to '53 comp. *Railroad Magazines*, some odds and ends of earlier issues, all 25c ea. post paid; good cond.

(R) BEN SMITH, 265 Tompkins Ave., Brooklyn 16, N. Y., has '36 to '53 *Railroad Magazines*, '34 to '53 *Model Railroader*, Mar. '33 to '52 *Model Craftsman*, '24 to '41 *Model Maker*, '37 to Apr. '49 *Model Builder*; also old toy tr. catalogs from '30 to '52; sell or swap for tr. catalogs before '25.

(R) O. F. STARK, 2120 West Ave., 31 Los Angeles 65, Calif., will sell comp. years '48 and '49 *Railroad Magazines*, also Jan., Feb., Mar., May, June '50; all good cond.; '48 *Trains*, good cond., single copy Oct. and July '49; $17.95 COD for lot, or $6.00 separate comp. year; send stamped env. for list.

(R) E. F. STODDARD, 35 Ringgold St., Springfield 7, Mass., will trade '31 to date (not comp.) *Railroad Magazines*, 2000 stamps, p.c., RR. lanterns, for size 116 negs, steam, HO gage eqmt.

(*) ART SWAN, Box 86, Putney, Vt., wants to contact juicefans all over world; interested in interurban, subway, juice frt serv; will sell few photos, 2¼x3¼ and 3¼x4½; list, 15c.

IKE SWEET, 4704 Vineta Ave., La Canada, Calif., sells early books on RR's, Western travel guides, steam engs., railroadiana, also relics of Civil and Sp.-American wars.

CHET SZAJNA, 327 Miller St., Reading, Pa., will sell 1880 Croff. *Overland Tourists Pacific Coast Guides*, containing RR. info., good cond., best offer over $10.

(*) E. L. THOMPSON, 35 Pearl St., Hartford 4, Conn., has histories of all European tram companies; collects fare tokens.

FRANK TURNER, 1207 S. 1st St., Tucumcari, N. M., buy, sell, or trade SP and CRI&P tts, tr. ords, pix; wants pix of famous trains.

(R) NOEL WEAVER, Jr., 123 Newton Ter., Waterbury, Conn., will trade tts; wants back issues *Railroad Magazines* and *Trains*; list for stamped env. or your list.

OTTO WEISS, 32-52 34th St., Long Island City 6, N. Y., wants photo minor RRs, locos. pulling 4 wheel cars, compress air loco, photo Hazleton, Pa., RR's, old and new.

RON WELCH, 203 E. Pine Ave., Gallup, N. M., wants RGS n.g. negs. and tr. ords, also back issues *Trains*; answers all mail.

(*) DAN WENK, 734 Holly Pl., West Covina, Calif., will trade 35 mm. color slides, elec. lines; answers all mail.

W. WILKINSON, 4423 N. 11th St., Tacoma 6, Wash., has 4x5 photos, steam and diesel NP, Milw., others; list and sample, 10c.

CHAS. WILLHOFT, 3555 N. 9th St., Milwaukee 6, Wis., sells sizes 616 and 122 photos Milw., CNW, etc.; will buy or trade negs. for good size 616 and 122 negs. of GTW and PM.

(*) GARY WILSON, 353 Penn. St., Pasadena 6, Calif., sells PE interurbans and locos; 10 p.c. size, $1.

PAUL WOBUS, pastor, St. John's Church, Manchester, Mo., has new list; selling 500 tts., 75 roads, RR. booklets. Wants M&StL, Tenn. C, Wis. Cent. tts.

(R) M. C. YODER, 16570 Rosemont Rd., Detroit 19, Mich., will sell NYC calendars, new cond., '44 thru '54, $1.50 ea. postpaid; all 10, $12.50; also 1 CB&Q calendar; all '37 *Railroad Magazines*, like new, $3 postpaid.

MODEL TRADING POST

JACK ALEXANDER, 134 Pleasant St., Bradford, Pa., wants info. on purchase of outdoor eqmt, live steam only; 7½-in. gage or larger; wants 35 mm. steam action color slides, any n.g. plus B&O, Erie, N&W.

RUDY DANQUIT, 778 Driggs Ave., Brooklyn 11, N. Y., will trade $500 worth of new and built-up HO scale tr. eqmt; wants scale O gage trs.; engs., cars. trk., switches, etc.; send lists.

ED De MARCO, 1150 60th St., Brooklyn, N. Y., will sell Lionel 072 Super-Hudson 8976 Penn switcher, 2900 and 700 series scale frt. cars, trk., etc.

DICK FULLERTON, 34 S. Quentin, Dayton 3, O., building HO model pike patterned after aband. Tuckerton RR of N. J.; wants info. and pix to build pike like prototype.

BOB LeMASSENA, 1795 S. Sheridan Blvd., Denver 14, Colo., wants used Varney 0-4-0T, good cond; write first.

(*) L. LINDOLT, 3811 S. Gunderson Ave., Berwyn, Ill., will sell HO locos., cars, etc. Bowser Articulated, Mountain, Mantua Mogul, trolleys, power pack. etc.; free list.

STUART LYON, 1 Washington Ave., 16-13A, Morristown, N. J., will sell Lionel O layout, 2 locos., 4 pass., 8 frt. cars, etc; less than ½ cost; list, 3c.

(*) FRANK McCLELLAN, 7733 Sunnyside Ave., Seattle 3. Wash., buys all types of O gage tinplate, trolley cars, eqmt.

YOURS FOR ONLY 10¢!

SPECIAL PAMPHLET REPRINT OF

RILEY GRANNAN'S LAST ADVENTURE

BY SAM C. DUNHAM

One of the most famous stories ever to appear between the pages of Adventure.

To get your copy, simply fill in coupon below and mail today. Offer limited to supply on hand.

ADVENTURE—205 E. 42nd St., N. Y. 17, N. Y.

Enclosed is 10c; Please send me copy of Riley Grannan's Last Adventure

Name _____

Address _____

City _____ State _____

SONGS NEEDED

OR SONG POEMS

for Publication and Commercial Recording. Quick action! Celebrated expert offers you FREE copy of "SECRETS OF SONG SUCCESS." Honest deal designed to benefit all concerned. Mail Songs or Poems now.

REXRIGHT MUSIC CO., Dept. C
5617 Hollywood Blvd., Hollywood 28, Calif.

FLORIDA—5 acres high dry land near beaches, have homesite & Garden. Only $595.00, $10.00 down, $10.00 month. **Information write G. B. Potterfield, Owner, Union Building, Department W, Charleston, West Virginia.**

Tells How You Can Learn to MOUNT BIRDS!

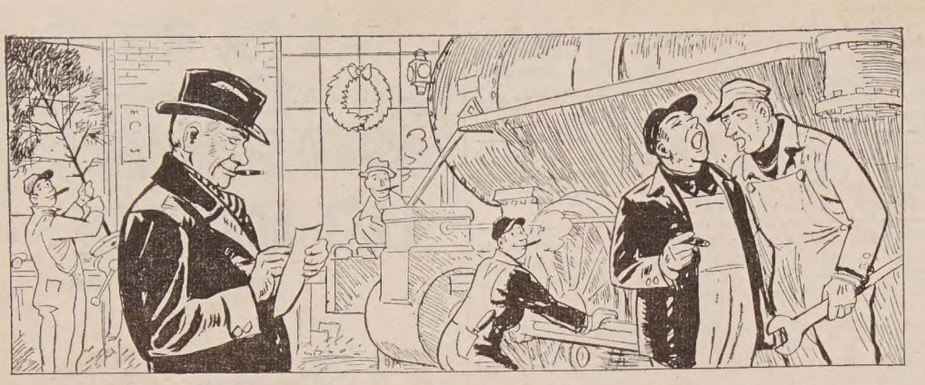
Learn At Home

Men, Boys, Hunters, Fishermen, **mount** and **save** your lovely wild-game **trophies.** Be a **Taxidermist.** Mount **Birds, Animals, Heads, Fish, Tan** skins. **YOU** learn easily, quickly in **spare time.** Have a grand **home-museum.** The finest and the greatest **hobby known,** for sportsmen. **Fun, real profits.**

FREE BOOK

Yes, **FREE,** Beautiful **strange,** valuable **Book,** telling **all** about Taxidermy. Contains over **100** beautiful game-pictures. And it's yours **FREE,** if you rush your request. You can mount **all kinds** of **wild-game,** and common specimens too. We can positively **TEACH YOU.** So **GRASP** this opportunity. **RUSH** letter or postal for this amazing **FREE BOOK.** Don't delay. State your **AGE.**

N. W. SCHOOL OF TAXIDERMY, 4201 Elwood Bldg., Omaha 2, Neb.



ROUNDHOUSE CHRISTMAS EVE

(This doggerel, based on Clement Moore's famous poem, "The Night Before Christmas," has become a sort of folklore classic. The anonymous author was reputedly a night roundhouse foreman on the M-K-T at Oklahoma City.)

'TWAS the night before Christmas and the Four Twenty-six
Had come to the pit in a terrible fix.
Her flues were all leaking, her grates would not shake
And something was radically wrong with the brake.
The hogger was cussin'—I mean he said, "Pshaw!"
The machinist was handing out bundles of jaw.
When out in the office there arose such a clatter,
I hurried right out to see what was the matter,
When what to my wondering eyes should appear
But our little old foreman, receiver at ear?
And the way he was roaring through that telephone
Would make old Niagara sound like a faint moan.
"No, you can't have her," were the first words I heard,
And there came from the wire a long-drawn-out word.
"I'll give you that engine at ten forty-five,
But call up again and I'll skin you alive!"
He must have hung up and was turning around
When in through the doorway there came with a bound
The callboy, a switchman, and Slim, the hoghead.
They had come to inform me that the switch engine's dead.
He spoke not a word—there was nothing to say—
But hastened to get the gang out of the hay;
And finally, by raving and ranting and swearing,
He managed to get them to do some repairing.

With this matter settled, he sought his armchair
In hopes it would keep him from tearing his hair;
But alas for our hopes, with engines about,
He was roused from his chair by a terrible shout.
He sprang to the door and then 'most threw a fit,
For an engine was piled in the turntable pit;
But his despair and his anger were soon put aside,
For in through the doorway there came with a slide
A funny old fellow so lively and quick,
He knew in a moment it must be Saint Nick.
"Pray be of good cheer," were the glad words he said.
"I've brought you a present from one who is dead.
"It's a gift from St. Peter, who keeps Heaven's gate.
Now I must be going, for I'm two hours late."
The foreman then carefully opened his gift
And the words that he read gave his spirits a lift:
"To each roundhouse foreman this cold Christmas Eve
I'm sending a present I hope you'll receive.
It's a pass into Heaven for each one of you,
With the privilege of bringing your family in, too.
"I've seen all your woes from my seat up on high
And I know you're deserving a pass when you die.
I give it with pleasure; 'tis all I can do
Till the day when Gabriel's trumpet call you.
"Then I'll welcome you in for eternity's stay,
Where your troubles are ended forever and aye.
So in spite of your troubles, now be of good cheer.
Merry Christmas to you and a Happy New Year!"

(R) RUSS McLAREN, 1035 Mapleton Ave., Oak Park, Ill., will sell collection tinplate eqmt, old catalogs, back issues *Railroad Magazines;* list, 3c.

R. L. MEADE, 91 Elberon Ave., Hawthorne, N. J., trade or sell much st.-gage eqmt., cars, straight or curved trk., crossings, switches, man and elec., etc., O gage scale; list for stamped env.

J. MURRAY, 33R Winthrop St., Rehoboth, Mass., will sell comp. amusement-park-size steam tr. and trk.; photos, details $1.

RAY PATZER, 504 McKinley St., Batavia, Dela., will take cash or st.-gage eqmt. for O gage Thomas Consol, Traincraft caboose, Fleming flat, 2 Fleming box, etc.

JOHN RESCH, 1225 N. 72nd St., Wauwatosa 13, Wis., sells large selection st.-gage repair parts; list, 3c.

ALLEN SHARP, 100 Shennecossett Pkwy., Groton, Conn., wants Marklin eqmt.; large inventory HO parts, cars, locos., trk., kits for sale; Lawrence-Line HO GP-7 $40.; Mantua Belle $15.

VIN SILLETTI, 1253 Tabor Ct., Brooklyn, N. Y., wants 072 pre-war Lionel *Hiawatha,* Hudson switches, cars.

Ben SMITH, 265 Tompkins Ave., Brooklyn 16, N. Y., has Lionel Hudsons 700EW, 763EW, 773EW, Pennsy 0-6-0 227B; scale frts., 717, 716, 715, 714, etc.; sell or trade for old toy trs.

R. L. SPALDING, 2020 Virginia Ave., Norfolk 13, Va., will sell Maerklin HO 3 rail loco. and tender, 5 8WH frt. cars, 4 8WH pass. cars, trk., trans., good cond. $50 postpaid.

LES TUTTLE, Box 98 Rural Hall, N. C., will buy AF Hudson tender, good cond.

(R) DICK VOGT, 6607 N. 52nd St., Milwaukee 16, Wis., wants Lionel O gage or foreign tinplate eqmt., good cond.; swap '30 thru '41 *Railroad Magazines,* good cond., Feb. '31 and '32 missing; '35, '36, '37 double vol.

R. W. WITTEMANN, 529 East 22 St., Brooklyn 26, N. Y., has Lionel and Marx trains, O gage hardware and parts to swap for back issues of all rail mags. Will sell or swap for my duplicate mags. Ask for list.

FLAGSTOPS

A 1955 CALENDAR picturing and describing in detail the Arcata & Mad River, California's first railroad, dating back to 1855, is being sold at 50c postpaid by the Pacific Division, Railroadians of America, on a non-profit basis. The calendar is attractively printed in three colors. Address Railroadians of America, 1500 Chanslor Ave., Richmond 5, Calif.

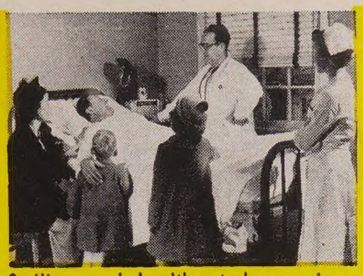
Previous calendars are still available at the same price: 1945, Virginia & Truckee; 1947, Denver, South Park & Pacific; 1948, Nevada County Narrow Gage; 1949, Carson & Colorado; 1950, Mt. Gretna Narrow Gage; 1951, Mt. Tamaplais & Muir Woods; 1952, Yosemite Valley Ry.; 1953, Overfair Ry.; 1954, 19-inch-gage pike of San Francisco Exposition of 1915.

* * *

TRANSPORTATION EXHIBIT is being held at Long Island Historical Society, 128 Pierrepont St., corner Hicks St., Brooklyn, N. Y., 10 a.m. to 5 p.m. daily, showing photos, caps, badges, tokens, signs, posters, etc., of Elevated RR., trolleys, horsecars, and LIRR.

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933 and July 2, 1946 (Title 39, United States Code, Section 233), showing the Ownership, Management, and Circulation of Railroad Magazine, published monthly at Dayton, Ohio, for October 1, 1954. 1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Henry Steeger, 205 East 42nd St., New York 17, New York. Editor, Freeman H. Hubbard, 205 East 42nd St., New York 17, New York. Managing editor, H. James Cook, 205 East 42nd St., New York 17, New York. Business manager, none. 2. The owner is: Popular Publications, Inc., 205 East 42nd St., New York 17, New York. Henry Steeger, 205 East 42nd St., New York 17, New York. Shirley M. Steeger, 205 East 42nd St., New York 17, New York. 3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: none. 4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner. Signed, Henry M. Steeger, Publisher. Sworn to and subscribed before me this 24th day of September, 1954. Eva M. Walker, Notary Public, State of New York. Qualified in New York County, No. 31-9506600. Certificate filed with N. Y. Co. Reg. Commission expires March 30, 1956. (Seal)—Form 3526—Rev. 8-50.

NOW!
The Greatest
HOSPITALIZATION VALUE EVER OFFERED



Smiling and healthy today — in a Hospital bed tomorrow! It can happen to you, and with shocking suddenness!

Sky-high Hospital bills can wreck your life savings if you don't have enough Hospitalization. *Mail Coupon Below!*

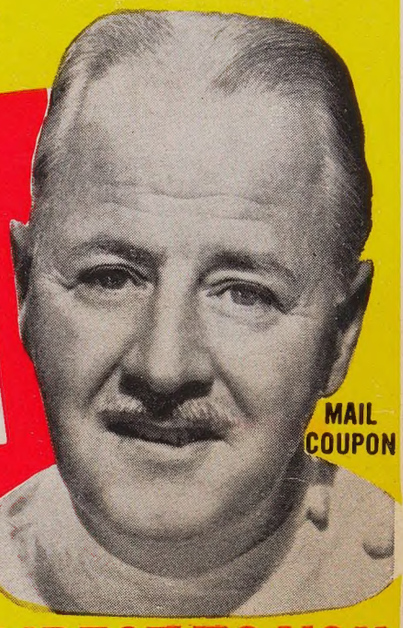
Look ahead! Think what a blessing it will be to fall back on reliable help with those Hospital bills. ACT NOW!

PROTECTS YOU and YOUR FAMILY

IN CASE OF SICKNESS or ACCIDENT . .

No Time Limit HOSPITAL PLAN

PAYS BENEFITS FOR FULL STAY IN HOSPITAL



MAIL COUPON

COSTS ONLY **Pennies a Day**

This Policy is Sold Only By Mail! . . . It's Good Anywhere in U.S. and Possessions!

If sickness or accident puts you in a Hospital bed — you'll look back and thank your lucky stars you were wise enough to take out the "NO TIME LIMIT" Policy. It's the sensible, practical way to protect your own bank account against the onslaught of high Hospital costs. Ask anyone who's been through a siege of Hospital bills. They'll tell you what a comfort it is to have good, safe Hospitalization to fall back on. And we offer you so much more for your money. So ACT TODAY! Do it before trouble strikes.

YOU CAN GET MATERNITY

For slight extra cost husband and wife can have a MATERNITY RIDER attached to their regular Policy and this will entitle the couple to a liberal Benefit for childbirth confinement and care.

POLICY BACKED BY STRONG RELIABLE COMPANY

Our growth and strength lies in the good service we give our Policyholders. We do business in all 48 states and U. S. possessions. Claims are paid promptly in strict accordance with Policy provisions.

LIFE INSURANCE CO. OF AMERICA
Wilmington 99, Delaware

WE PAY CASH DIRECT TO YOU

IN ADDITION TO WHAT YOU MAY COLLECT FROM OTHER INSURANCE

Go to the Hospital for a day, a week, a month, a year or longer — your "NO TIME LIMIT" Policy pays Benefits just as long as you stay — *there's absolutely no time limit!*

My, what blessed help! What's more, the "NO TIME LIMIT" Policy pays off in cash direct to you — regardless of what you may collect from any other insurance policy for the same disability, including Workmen's Compensation. This is important — it means you can carry the low cost "NO TIME LIMIT" Policy IN ADDITION to any other insurance — then collect two ways in case of Hospital confinement. This is the way practical minded folks are protecting their savings against today's sky-high Hospital bills.

So be wise! If you're already insured with one Policy — get the "NO TIME LIMIT" Policy for vital EXTRA protection. Of course if you're not insured at all, then by all means get this Policy just as fast as you can — before it's too late.

ACCIDENTAL DEATH, SURGERY, POLIO INCLUDED

This is truly the opportunity of a lifetime. We give you more coverage, better coverage, longer coverage at a low cost you can easily afford. The "NO TIME LIMIT" Policy "thinks" of everything. You get generous Hospital Room and Board Benefits for sickness or accident (rest homes, sanitariums and Govt. Hospitals excluded) . . . you get Cash Benefits for 73 Surgical Operations . . . Lump Cash for accidental death . . . Cash Payment for loss of eyes, hands, feet . . . special Polio Protection, plus still other valuable coverages. Maternity Rider is available at slight extra cost. There's no waiting period for benefits to start. One Policy covers individual or entire family, birth to age 75. You'll see the low costs in the booklet we send you. Remember — all benefits are paid in CASH DIRECT TO YOU. DON'T TAKE CHANCES — BE PROTECTED. Send for our FREE BOOK which tells all about this remarkable, low cost insurance value.

DON'T WAIT TILL IT'S TOO LATE! ACT NOW!

***Mail Coupon for* FREE BOOK**

NO OBLIGATION
NO AGENT WILL CALL

RUSH COUPON FOR VALUABLE FREE BOOK

LIFE INSURANCE CO. OF AMERICA
Dept. 255-AV Wilmington 99, Del.

Please send me, without obligation, full details about your new, low cost NO TIME LIMIT HOSPITAL Plan. No agent will call.

Name .....

Address .....

City ..... Zone ..... State .....

AMAZING OFFER TO NEW MEMBERS

Take These Exciting MYSTERIES

WORTH $19 IN PUBLISHERS' EDITIONS

FOR ONLY $1

HARD BOUND
FULL SIZE
NEW BEST-SELLERS

WHEN YOU JOIN THE MYSTERY GUILD AND AGREE TO TAKE AS FEW AS FOUR SELECTIONS DURING THE COMING YEAR!

THE SEVEN BEST NEW MYSTERIES OF THE SEASON—ALL YOURS IN ONE GIANT PACKAGE!

Here's an amazing bargain offer to new members. Take ALL SEVEN of these new, full-sized best-sellers for just ONE DOLLAR. They're the cream of this season's crop of mystery novels — worth $19.00 in publishers' editions!

Ellery Queen

THE GLASS VILLAGE. A grotesque murder turned the peaceful village into a bloodthirsty mob, seeking "lynch law" vengeance on an innocent stranger. Only one man, with only one slim clue, could try to save him from the violence of a town gone mad with hate! *Publ. ed. $3.50.*

Agatha Christie

A POCKET FULL OF RYE. Rex Fortescue was old and rich. His new bride was young and ardent. It was a perfect match—*for MURDER!* An unusual new novel by the incomparable Agatha Christie. *Publ. ed. $2.75.*

Patrick Quentin

MY SON, THE MURDERER. The dead man was my best friend, but I had an even stronger reason for hunting down his killer . . . because the innocent boy scheduled to burn for the murder was *my own son. Publ. ed. $2.50.*

The Lockridges

A KEY TO DEATH. Pam lifted the phone and heard her friend scream, *"Mrs. North, you've got to help me!"* Then the line went dead—and Pam and Jerry North plunged headlong into the kind of trouble you leave feet first! *Publ. ed. $2.50.*

Harold Q. Masur

THE BIG MONEY. The stranger had taken over my office, my secretary *and my name!* So now there were two of me—but I couldn't stop to ask why. Pretty soon, unless I could dodge bullets, there wouldn't even be *one! Publ. ed. $2.50.*

Rex Stout

THREE MEN OUT. Sudden death at the World Series... with terror in the stands... and murder clues in the FIELDING ERRORS and BASE HITS! Here's Nero Wolfe at his sleuthing best, in a big triple-decker volume! *Publ. ed. $2.50.*

George Harmon Coxe

DEATH AT THE ISTHMUS. I flew to Panama to find my friend Max—and found myself hunted by the cops, the underworld, and three *even more dangerous* women. But I didn't know *why*—because Max had been murdered before he could explain! *Publ. ed. $2.75.*

Get all SEVEN—Mail this coupon NOW!

THE DOLLAR MYSTERY GUILD,
Dept. AMG-1, Garden City, N. Y.

Please enroll me in the Dollar Mystery Guild and rush me these new books worth $19.00 in publishers' editions. Later, I'll send only $1.00 (plus shipping) for the entire package.

ENROLLMENT BONUS—7 FULL-SIZED BOOKS FOR $1.00
THE GLASS VILLAGE • A POCKET FULL OF RYE
MY SON, THE MURDERER • A KEY TO DEATH • THREE MEN OUT
DEATH AT THE ISTHMUS • THE BIG MONEY

New book bargains will be described to me each month in the Club's advance bulletin, "Mystery Guild Clues." The purchase of additional selections at only $1.00 each (plus few cents for shipping) is entirely voluntary on my part. Whenever I don't want a book I will notify you, and it won't be sent. I need take only four selections a year—and I may resign any time after accepting four selections. **NO-RISK GUARANTEE: If not delighted, I can return books in 7 days and membership will be cancelled.**

Name.....
(Please Print)

Street and No.....

City.....Zone... State.....

(Same offer in Canada. Address Dollar Mystery Guild, 105 Bond Street, Toronto 2, Ont. Good only in U.S.A. and Canada.)

DOLLAR MYSTERY GUILD MEMBERSHIP GIVES YOU THE RELAXATION YOU DESERVE

Just imagine getting ALL these latest books by top mystery authors for just a dollar. They're worth $19.00 in publishers' editions, but you can have all seven in one giant package if you join the Mystery Guild on this amazing offer. The club's plan is simple and popular: Each month the editorial board selects two top-notch new books—often by authors like Rex Stout, Ellery Queen and Agatha Christie. These are described to members well IN ADVANCE. You take only those you like; no more than four a year if you wish. If you don't want a book, simply tell the Club. It will not be sent. You pay postman nothing; bills are due only after you examine your selections. These novels cost $2.50 to $3.00 in the publishers' editions. *But members pay only ONE DOLLAR each (plus a few cents for shipping) for their hard bound, large-sized volumes!* You build a fine library almost for pennies.

No wonder so many people consider Dollar Mystery Guild membership the greatest value in the world of books. Best of all, if you join NOW, you get SEVEN new books for ONE DOLLAR as an enrollment premium! Don't miss this opportunity. Send the coupon today to DOLLAR MYSTERY GUILD, Dept. AMG-1, Garden City, N. Y.